

REVISION	REVISION LETTER	PAGE

4. MATERIAL AND EQUIPMENT

4.1 The following test equipment shall be used to perform the requirements of this specification. If protection to personnel and equipment is not decreased, items except government furnished parts, equivalent to those listed may be used.

Item	Quantity	Description
1	1	Carry-on Receiver and Baseplate Unit,
2	1	Carry-on Baseplate Unit, Model No. C14-201
3	1	Junction Box ACE S/C Carry-on, Model No. C14-202
4	1	Carry-on ACE S/C Response System Support Rack, Model No. C14-203
5	1	Support Frame Carry-on DTCS, Model No. C14-204
6	1	Carry-on PCM System, Model No. C14-210
7	1	Digital Signal Conditioner and Multiplexing Unit, Model No. C14-211
8	1	G&N Signal Conditioner and Switching Matrix, Model No. C14-213
9	1	External Digital Test Command Unit, Model No. C14-241
10	1	Data Interleaver System, Model No. C14-232
11	1	S/C Ground Power Supply, Model No. C14-418
12	1	Breakout Box - Test C/M-S/M Adapter, Model No. C14-467
13	1	Electrical Cable Set, Model No. C14-478
14	1	PSA Tray Extender Set 1900806-011, Model No. A23-100
15	1	PSA Test Point Adapter, Model No. A23-167

NUMBER	DESCRIPTION
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4.1 (Continued)

Item	Quantity	Description
16	1	Thermal Chamber Temperature Controller (TCC) Model No. 100-100
17	1	PSA Adapter Module, Model No. 100-100
18	1	Volt Checker System, Model No. 100 or equivalent
19	1	Calculator (Friden or equivalent)
20	1	E-Memory Zeroing Tape No. FO4014-ND0012-00
21	1	Stopwatch
22	1	G&N Polarity Test (System Level Only) FO4014-ND0019-00
23	1	Shorting Plug No. 45ATP2
24	1	Electrical Cable Portable G&N System, Model No. A23-097 C14-462
25	1	Optics Supporting Fixture, Model No. A14-135
26	1	G&N Installation Qualification Fixture, Model No. A23-097
27	1	SCT Resolution Check Card
28	1	DM-3 Theodolite
29	1	Retroreflecting Prism 1019840, Model No. A23-200
30	1	Movable Optics Target
31	1	Portable Light Assembly (Light Scanning Telescope)
32	1	Electronic Counter with Preset Counter (Hewlett-Packard 5245L with 5204A Preset or equivalent)
33	1	Extender Cable Set
34	1	Flexible Driver TW-62A

5. GENERAL REQUIREMENTS

5.1 Safety Requirements

5.1.1 Operator Safety

5.1.1.1 Normal safety precautions shall be observed throughout the G&N post-installation checkout.

5.1.2 Equipment Safety

5.1.2.1 To preserve the operational life of the components of the G&N hardware under test, settings and adjustments shall be performed only when specified in the test procedure. Care shall be exercised in the accomplishment of all settings and adjustments to avoid excessive wear and damage to the equipment. All precautionary measures stated throughout the test procedure shall be strictly adhered to.

5.1.2.2 Prior to the electrical connection of the G&N System to the spacecraft harness, a complete verification of spacecraft power, to include both voltage polarity and magnitude, shall be completed to preclude damage to the G&N due to incorrect power application.

5.1.2.3 In no event shall the ICTU be disconnected from PSA Tray 7 except when specified to do so in a specific test.

5.1.2.4 The generation of noise alarm indication, as evidenced by one or more Noise Peak Event lamps becoming lighted shall be cause for immediate determination of effects on G&N System Test in progress. In the event of detrimental effects on the system test, a troubleshooting routine shall be entered to determine the cause of the alarm. Testing shall continue only after demonstrating that the cause of the noise alarm has been located and that remedial action has been or will be taken, or that the transient noise causing the alarm has no detrimental effect on the G&N System test in progress.

5.1.2.5 Failure of the G&N System to pass any examination or test specified herein shall tentatively classify the G&N System as non-conforming. Normal test sequence may be continued upon determination of the cause of the non-conformance or at the discretion of the G&N contractor test team if ~~not~~ detrimental to the G&N System or other interfacing subsystems. All non-conformances shall be investigated and cleared by waiver (F.N.N.), correction of specification, or hardware replacement and retest. The suspected malfunctioned hardware shall be removed and returned to the laboratory where the malfunction shall be verified. Only after malfunction verification shall a flight certified replaceable element be installed in the G&N System.

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5.2 Standard Environmental Conditions

5.2.1 The G&N System shall be tested under clean room class 100,000 conditions as specified in process specification MS000-000, Communication Control - Apollo Command Module and Service Module, while installed and operating in the command module.

5.2.1.1 For periods of G&N testing with the optical heads and the appliances of the SXT and SCT of the C/M G&N uncovered, or with the appliances removed, the environment shall meet at least the Class 100,000 specifications for the particle size and count. (No more than 100,000 particles 0.5 microns or larger per cubic foot with no more than 700 particles 5.0 microns or larger per cubic foot).

5.2.2 The Apollo G&N System shall interface with a qualified RCS distribution system which shall supply coolant fluid during STANDBY and OPERATE control modes with flow rates and inlet temperatures as specified in ICD MS01-01249-425.

5.3 Test Equipment Tolerances

5.3.1 All tolerances specified herein do not include instrumentation uncertainties.

5.4 Test Sequence

5.4.1 The Test Sequence normally should follow the steps outlined by Code numbers in Figure I in the order specified. This normal order can be deviated on approval by the G&N Installation Unit, Department 697-506.

5.5 After the defective, replaceable element has been substituted with a flight certified unit, the G&N System checkout sequence shall regress to the rerunning of applicable portions of the selected sequence (by paragraph number) categorized by the subassembly in which the malfunction occurred. The chosen subassembly categories are presented in Table II versus an appropriate retest paragraph sequence. Retest shall be conducted by performing applicable portions of all indicated paragraph numbers in the sequence listed as indicated under the appropriate subassembly heading. Retest shall proceed to the point in the normal test sequence at which the discrepancy was detected and corrected. Normal testing shall continue beyond this point in the specified sequence of Table I.

5.6 It is assumed that the Test Conductor has a working knowledge of the test equipment used; therefore, this procedure contains only the steps related directly to the G&N System components. If any questions arise concerning the test equipment, the Conductor should refer to the pertinent operational manuals.

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NORTH AMERICAN AVIATION, INC.
INFORMATION SYSTEMS DIVISION
10000 CRENSHAW BLVD., BOWEN, CALIFORNIA

CODE IDENT. NO. 000000

INFORMATION

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1. The following information is being furnished to you for your information only. It is not to be used for any other purpose.

2. The following information is being furnished to you for your information only. It is not to be used for any other purpose.

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5.2.3 Optics Power Turn On Procedure for Optical GSC Alignment Test

with the following tests:

- 1. Optic Positional Accuracy Test
- 2. Fine Alignment Test
- 3. Gyro Compassing Test
- 4. MIPA Scale Factor Determination Test

5.2.3.2 The test is performed in accordance with the test code No. 2 may be performed at anytime on the test code No. 2.

5.2.3.3 GAN Optics Power Turn-On

5.2.3.3.1 Ensure that the GAN and GAN eyepieces are unscrewed properly on the GAN optics base. The optics switches and selectors on the GAN optics base are set to the following positions:

1. GAN TELESCOPE to STAR 10

2. GAN TELESCOPE to STAR 10

3. GAN TELESCOPE to STAR 10

4. GAN TELESCOPE to STAR 10

5. GAN TELESCOPE to STAR 10

6. GAN TELESCOPE to maximum increase

5.2.3.3.2 Place the GAN and GAN breakers on the GAN breaker panel to ON position. (Breakers panel is on the GAN breaker panel.)

5.2.3.3.3 Place the GAN and GAN breakers on the GAN breaker panel to ON position. (Breakers panel is on the GAN breaker panel.)

5.2.3.3.4 Place the GAN and GAN breakers on the GAN breaker panel to ON position. (Breakers panel is on the GAN breaker panel.)

NORTH AMERICAN AVIATION, INC.
SPACE AND INFORMATION SYSTEMS DIVISION
4000 LAKEWOOD BLVD. BOULDER, COLORADO 80501

CODE IDENT. NO. 039531

REVISION 1/11/72

1. The purpose of this document is to provide the user with the information necessary to install and operate the system. The user should read this document carefully and follow the instructions given.
2. The system is designed to operate in a stand-alone mode or as part of a larger system. The user should consult the system manual for more information.
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4. The system is designed to operate in a stand-alone mode or as part of a larger system. The user should consult the system manual for more information.
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5. Test Equipment

5.1 Initial Test Condition

5.1.1 The test equipment shall be calibrated and checked for proper operation prior to the start of the test. The test equipment shall be checked for proper operation at the start of the test and at the end of the test.

5.1.2 The test equipment shall be checked for proper operation at the start of the test and at the end of the test. The test equipment shall be checked for proper operation at the start of the test and at the end of the test.

5.1.3 The test equipment shall be checked for proper operation at the start of the test and at the end of the test. The test equipment shall be checked for proper operation at the start of the test and at the end of the test.

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5.1.6 The test equipment shall be checked for proper operation at the start of the test and at the end of the test. The test equipment shall be checked for proper operation at the start of the test and at the end of the test.

TABLE 1	
Year	Value
1950	100
1951	105
1952	110
1953	115
1954	120
1955	125
1956	130
1957	135
1958	140
1959	145
1960	150
1961	155
1962	160
1963	165
1964	170
1965	175
1966	180
1967	185
1968	190
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1970	200
1971	205
1972	210
1973	215
1974	220
1975	225
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1977	235
1978	240
1979	245
1980	250
1981	255
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2010	400
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2012	410
2013	415
2014	420
2015	425
2016	430
2017	435
2018	440
2019	445
2020	450
2021	455
2022	460
2023	465
2024	470
2025	475
2026	480
2027	485
2028	490
2029	495
2030	500
2031	505
2032	510
2033	515
2034	520
2035	525
2036	530
2037	535
2038	540
2039	545
2040	550
2041	555
2042	560
2043	565
2044	570
2045	575
2046	580
2047	585
2048	590
2049	595
2050	600
2051	605
2052	610
2053	615
2054	620
2055	625
2056	630
2057	635
2058	640
2059	645
2060	650
2061	655
2062	660
2063	665
2064	670
2065	675
2066	680
2067	685
2068	690
2069	695
2070	700
2071	705
2072	710
2073	715
2074	720
2075	725
2076	730
2077	735
2078	740
2079	745
2080	750
2081	755
2082	760
2083	765
2084	770
2085	775
2086	780
2087	785
2088	790
2089	795
2090	800
2091	805
2092	810
2093	815
2094	820
2095	825
2096	830
2097	835
2098	840
2099	845
2100	850

no case shall the value be pressed on the value of the year 2000

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
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20-114115

10-13. Check for proper operation of the

10-13. Check for proper operation of the

Ensure that the power connection from the
 Inertial Component Temperature Controller
 or PTC is connected and remains connected
 to PDA TRAIL front panel connector, 45A7J2.

10-14. Check for proper operation of the

10-14. Check for proper operation of the

10-15. Check for proper operation of the

10-15. Check for proper operation of the

10-16. Check for proper operation of the

10-16. Check for proper operation of the

10-17. Check for proper operation of the

10-17. Check for proper operation of the

10-18. Check for proper operation of the

10-18. Check for proper operation of the

Test No.	Test Name	Test Value	Test Result	Test Status
1	Test 1	2.4 ohms to infinity		
2	Test 2	2.4 ohms to infinity		
3	Test 3	2.4 ohms to infinity		
4	Test 4	7.7 ohms to infinity		
5	Test 5	11.5 ohms to infinity		
6	Test 6	2.0 ohms to infinity		
7	Test 7	2.4 ohms to infinity		
8	Test 8	2.4 ohms to infinity		
9	Test 9	2.4 ohms to infinity		
10	Test 10	7.7 ohms to infinity		
11	Test 11	11.5 ohms to infinity		

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27-1016-1190 and 27-1016-1191

27-1016-1190 and 27-1016-1191

NORTH AMERICAN AVIATION, INC.
SPACE AND INFORMATION SYSTEMS DIVISION
2500 LAKESIDE BLVD. BOWEN, CALIFORNIA

CODE IDENT. NO. 03953

REVISION LETTER

241

Pin	Signal	Source	Destination	Notes
1	Power	27.3	27.3	27.3 ± 2.5 VDC
2	Power	27.3	27.3	27.3 ± 2.5 VDC
3	Power	27.3	27.3	27.3 ± 2.5 VDC
4	Power	27.3	27.3	27.3 ± 2.5 VDC
5	Power	27.3	27.3	27.3 ± 2.5 VDC
6	Power	27.3	27.3	27.3 ± 2.5 VDC
7	Power	27.3	27.3	27.3 ± 2.5 VDC
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70	Power	27.3	27.3	27.3 ± 2.5 VDC
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72	Power	27.3	27.3	27.3 ± 2.5 VDC
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74	Power	27.3	27.3	27.3 ± 2.5 VDC
75	Power	27.3	27.3	27.3 ± 2.5 VDC
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93	Power	27.3	27.3	27.3 ± 2.5 VDC
94	Power	27.3	27.3	27.3 ± 2.5 VDC
95	Power	27.3	27.3	27.3 ± 2.5 VDC
96	Power	27.3	27.3	27.3 ± 2.5 VDC
97	Power	27.3	27.3	27.3 ± 2.5 VDC
98	Power	27.3	27.3	27.3 ± 2.5 VDC
99	Power	27.3	27.3	27.3 ± 2.5 VDC
100	Power	27.3	27.3	27.3 ± 2.5 VDC

1. This drawing is a schematic diagram of the power supply system for the North American Aviation, Inc. Space and Information Systems Division. It shows the connection of the power supply to the various components of the system.

2. The power supply is connected to the system through a series of relays and switches. The relays are used to control the flow of current to the various components, and the switches are used to select the appropriate power source for each component.

3. The power supply is designed to provide a constant voltage of 27.3 ± 2.5 VDC to the system. This voltage is maintained by a series of diodes and resistors, which are connected in a specific configuration to the power supply.

4. The power supply is also designed to provide a constant current of 105 ± 20 VAC to the system. This current is maintained by a series of diodes and resistors, which are connected in a specific configuration to the power supply.

5. The power supply is designed to provide a constant current of 105 ± 20 VAC to the system. This current is maintained by a series of diodes and resistors, which are connected in a specific configuration to the power supply.

Test Procedures

Application of Standby Power to CDS Panel

Alert by pressing the Standby Power Pushbutton on the 1000.

5.2.1.2 Add power and control switches on the CDS Indicator and Display Panel to be tested in the OFF or neutral position.

5.2.1.3 Computer Power On

On position unless specified otherwise as a procedural step.

position (On/Off/Neutral)

5.2.1.4.7 The voltage is 1030.

ALARM AND INDICATE 00.

to zero sensible and sensory location.

approximately same source.

and 2000-2 2000, respectively. 1000, 2, and 20 are

625153

ended in 1. Record range time.

ended. (625153)

625154 Set ITC power ON-OFF switch to ON position.

procedures until the ITC OFF ALARM indicator is
pressed 11.

NORTH AMERICAN SPECIFICATIONS

General Requirements for the Construction of

Temperature Bridges

5.2.1.1.1 The temperature bridge shall be constructed in accordance with the following specifications:

5.2.1.1.2 The temperature bridge shall be constructed in accordance with the following specifications:

displayed on GCR.

5.2.1.1.3 The temperature bridge shall be constructed in accordance with the following specifications:

5.2.1.1.4 The temperature bridge shall be constructed in accordance with the following specifications:

5.2.1.1.5 The temperature bridge shall be constructed in accordance with the following specifications:

Each. The output condition map shall be printed.

5.2.1.1.6 The temperature bridge shall be constructed in accordance with the following specifications:

displayed on GCR.

5.2.1.1.7 The temperature bridge shall be constructed in accordance with the following specifications:

5.2.1.1.8 The temperature bridge shall be constructed in accordance with the following specifications:

5.2.1.1.9 The temperature bridge shall be constructed in accordance with the following specifications:

displayed on GCR.

5.2.1.1.10 The temperature bridge shall be constructed in accordance with the following specifications:

5.2.1.1.11 The temperature bridge shall be constructed in accordance with the following specifications:

134.7 to 135.6°.

5.2.1.1.12 The temperature bridge shall be constructed in accordance with the following specifications:

as displayed on GCR (00200).

5.2.1.1.13 The temperature bridge shall be constructed in accordance with the following specifications:

The RTA Temperature 126.0° to 131.5°.

in less than 15 minutes.

Battery Power Pack

in 10 seconds on the front panel (breakers pushed in). Pocket meter alarm is also turned on.

(0-200, 0-250)

(only when current is applied)

NORTH AMERICAN BOMBARDIER

CODE BOOK, NO. 001-2

MINI-MAX

1. The following instructions apply to the MINI-MAX system.

2. The following instructions apply to the MINI-MAX system.

3. The following instructions apply to the MINI-MAX system.

4. The following instructions apply to the MINI-MAX system.

5. The following instructions apply to the MINI-MAX system.

6. The following instructions apply to the MINI-MAX system.

7. The following instructions apply to the MINI-MAX system.

8. The following instructions apply to the MINI-MAX system.

9. The following instructions apply to the MINI-MAX system.

10. The following instructions apply to the MINI-MAX system.

11. The following instructions apply to the MINI-MAX system.

12. The following instructions apply to the MINI-MAX system.

13. The following instructions apply to the MINI-MAX system.

14. The following instructions apply to the MINI-MAX system.

15. The following instructions apply to the MINI-MAX system.

16. The following instructions apply to the MINI-MAX system.

17. The following instructions apply to the MINI-MAX system.

100% zero crumbles And memory foam

Page 10

[illegible][illegible]

2220

NUMBER

UNIT

UNIT	DESCRIPTION	RANGE
1	+120 VDC IDG Supply	+112.8 to +127.2 VDC
2	+12 VDC IDG Supply	+10.8 to +13.2 VDC
3	+32 VDC IDG Supply	+25.5 to +35.5 VDC
4	+120 VDC PIPA Supply	+107 to +125 VDC
5	+32 VDC PIPA Supply	+25.5 to +35.5 VDC
6	-28 VDC ELECTRONICS	-28.3 to -39.7 VDC
7	IDU 28V 800 CPS 14-0°	+27 to +29 VRMS
8	IDU 28V 800 CPS 54-90°	+26.1 to +29.9 VRMS
9	IDU 28V 800 CPS 54-0°	+24.7 to +30.3 VRMS
10	IDU 28 800 CPS 54-90°	+26.1 to +29.9 VRMS
11	IDU 2V 3200 CPS SUPPLY	2.8 to 4.2 VRMS
12	20V 3200 CPS SQ WAVE	+15.6 to +24.4 VRMS
13	IDU 2.5V 25.6 KC 1n 9	+2.1 to +2.9 VRMS
14	+2.5 VDC T/M REFERENCE	+2.45 to +2.55 VDC
15	CPTX 28V 800 CPS 14-0°	+27 to +29 VRMS
16	CPTX 800 CPS 54-90°	+26.1 to +29.9 VRMS
17	CPTX 2.5V 25.6 KC 1n 9	+2.1 to +2.9 VRMS

1. Introduction

The purpose of this document is to provide a comprehensive overview of the project's objectives, scope, and deliverables. This document is intended for the project team and stakeholders, and it serves as a reference for the project's progress and status.

2. Project Objectives

- 1. Develop a new software application for the company's internal use.
- 2. Implement a new database system to store and manage the company's data.
- 3. Improve the company's operational efficiency and reduce costs.

The project team has identified the following key objectives for the project:

- 1. Develop a new software application for the company's internal use.
- 2. Implement a new database system to store and manage the company's data.
- 3. Improve the company's operational efficiency and reduce costs.

SECRET

1. The purpose of this test was to determine the effect of the test on the system. The test was conducted on the system and the results were as follows:

2. The test was conducted on the system and the results were as follows:

3. The test was conducted on the system and the results were as follows:

4. The test was conducted on the system and the results were as follows:

5. The test was conducted on the system and the results were as follows:

6. The test was conducted on the system and the results were as follows:

7. The test was conducted on the system and the results were as follows:

8. The test was conducted on the system and the results were as follows:

9. The test was conducted on the system and the results were as follows:

10. The test was conducted on the system and the results were as follows:

11. The test was conducted on the system and the results were as follows:

12. The test was conducted on the system and the results were as follows:

13. The test was conducted on the system and the results were as follows:

14. The test was conducted on the system and the results were as follows:

15. The test was conducted on the system and the results were as follows:

16. The test was conducted on the system and the results were as follows:

10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 8

[illegible]

NUMBER

6.2.3.3.6 Parity Fail

When the parity check fails, the system will stop the tape drive and display the message "Parity Fail". The operator should check the tape drive and the tape for errors. If the error is on the tape, the tape should be replaced. If the error is on the drive, the drive should be replaced.

6.2.3.3.7 Tape Full

When the tape drive is full, the system will stop the tape drive and display the message "Tape Full". The operator should check the tape drive and the tape for errors. If the error is on the tape, the tape should be replaced. If the error is on the drive, the drive should be replaced.

6.2.3.3.8 Check Fail

When the check fails, the system will stop the tape drive and display the message "Check Fail". The operator should check the tape drive and the tape for errors. If the error is on the tape, the tape should be replaced. If the error is on the drive, the drive should be replaced.

6.2.3.3.9 Check Fail

When the check fails, the system will stop the tape drive and display the message "Check Fail". The operator should check the tape drive and the tape for errors. If the error is on the tape, the tape should be replaced. If the error is on the drive, the drive should be replaced.

NORTH AMERICAN AVIATION, INC. SERVICE AND INFORMATION DIVISION

MODEL 1000

111

1. Check the fuel tank for fuel. If the fuel tank is empty, add fuel. If the fuel tank is full, check the fuel filter. If the fuel filter is clogged, replace it. If the fuel filter is clean, check the fuel pump. If the fuel pump is not working, replace it.

2. Check the oil level. If the oil level is low, add oil. If the oil level is high, drain the oil. If the oil level is correct, check the oil filter. If the oil filter is clogged, replace it. If the oil filter is clean, check the oil pump. If the oil pump is not working, replace it.

3. Check the spark plug.

4. Check the timing. If the timing is incorrect, adjust it. If the timing is correct, check the timing belt. If the timing belt is worn, replace it. If the timing belt is clean, check the timing chain. If the timing chain is worn, replace it.

5. Check the valve clearance. If the valve clearance is incorrect, adjust it. If the valve clearance is correct, check the valve train. If the valve train is worn, replace it. If the valve train is clean, check the valve cover. If the valve cover is worn, replace it.

6. Check the water pump. If the water pump is not working, replace it. If the water pump is working, check the water filter. If the water filter is clogged, replace it. If the water filter is clean, check the water pump. If the water pump is not working, replace it.

7. Check the belt tension. If the belt tension is incorrect, adjust it. If the belt tension is correct, check the belt. If the belt is worn, replace it. If the belt is clean, check the belt. If the belt is not working, replace it.

8. Check the oil pressure. If the oil pressure is low, check the oil filter. If the oil filter is clogged, replace it. If the oil filter is clean, check the oil pump. If the oil pump is not working, replace it. If the oil pump is working, check the oil pressure. If the oil pressure is low, check the oil filter. If the oil filter is clogged, replace it. If the oil filter is clean, check the oil pump. If the oil pump is not working, replace it.

9. Check the water level. If the water level is low, add water. If the water level is high, drain the water. If the water level is correct, check the water filter. If the water filter is clogged, replace it. If the water filter is clean, check the water pump. If the water pump is not working, replace it.

10. Check the timing. If the timing is incorrect, adjust it. If the timing is correct, check the timing belt. If the timing belt is worn, replace it. If the timing belt is clean, check the timing chain. If the timing chain is worn, replace it.

11. Check the valve clearance. If the valve clearance is incorrect, adjust it. If the valve clearance is correct, check the valve train. If the valve train is worn, replace it. If the valve train is clean, check the valve cover. If the valve cover is worn, replace it.

12. Ensure that the 1000 operates for a minimum of 15 minutes before proceeding with the test.

NORTH AMERICAN AVIATION, INC.
SPACE AND INFORMATION SYSTEMS DIVISION

CODE IDENT. NO. 00953

1. GENERAL

Displayed on the CRT

| Item No. | Parameter | Unit | Range |
|----------|-----------|------|--------------------|
| 1 | Amplitude | VDC | +11.2 to +14.6 VDC |
| 2 | Amplitude | VDC | +10.6 to +13.4 VDC |
| 3 | Amplitude | VDC | +25.5 to +35.5 VDC |
| 4 | Amplitude | VDC | +107 to +145 VDC |
| 5 | Amplitude | VDC | +25.5 to +35.5 VDC |
| 6 | Amplitude | VDC | +11.7 to +14.3 VDC |
| 7 | Amplitude | VDC | +1.63 to +4.12 VDC |
| 8 | Amplitude | VDC | -33.7 to -21.3 VDC |
| 9 | Amplitude | VDC | +2.45 to +2.55 VDC |
| 10 | Amplitude | VDC | 2.8 to 3.2 VDC |
| 11 | Amplitude | VDC | +2.1 to +2.9 VDC |
| 12 | Amplitude | VDC | +2.1 to +2.9 VDC |
| 13 | Amplitude | VDC | +27 to +29 VDC |
| 14 | Amplitude | VDC | +26.1 to +29.9 VDC |
| 15 | Amplitude | VDC | +24.7 to +30.3 VDC |
| 16 | Amplitude | VDC | +26.1 to +29.9 VDC |
| 17 | Amplitude | VDC | +27 to 29 VDC |
| 18 | Amplitude | VDC | +26.1 to +29.9 VDC |
| 19 | Amplitude | VDC | +15.6 to +24.4 VDC |

NORTH AMERICAN AVIATION, INC.
 TRACKING INFORMATION SYSTEMS DIVISION
 1810 LANEWOOD BLVD. GARDEN, CALIFORNIA

CODE IDENT. NO. 03953

REVISION 1.1.1.1.1

02269 Page 1 of 1

1.0 PURPOSE AND SCOPE

1.1 PURPOSE

1.2 SCOPE

1.3 REFERENCES

1.4 DEFINITIONS

2.0 REQUIREMENTS

2.1 FUNCTIONAL REQUIREMENTS

2.2 PERFORMANCE REQUIREMENTS

2.3 SOFTWARE REQUIREMENTS

2.4 HARDWARE REQUIREMENTS

2.5 TEST REQUIREMENTS

2.6 FAILURE INDICATOR TESTER

52.5.3.1

| REVISION | REVISION DESCRIPTION | PAGE |
|----------|----------------------|------|
| 1 | 1 | 1 |

1. Verify that +28 VDC input to 1000 amp is present on event module.

2. Remove 1000 amp and verify that 1000 and 1000 temperature indication on 1000 system power supply indications are not flashing.

3. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp.

4. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp.

5. Press 1000 amp pushbutton to clear 1000 amp alarm. All alarms shall clear.

6. Verify the 1000 amp switch to 1000 amp on the 1000 control panel.

7. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp.

8. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp.

9. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp.

10. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp.

52.5.3.2

| | | | | |
|---|---|---|---|---|
| 1. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 2. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 3. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 4. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 5. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. |
| 6. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 7. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 8. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 9. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 10. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. |
| 11. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 12. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 13. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 14. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 15. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. |
| 16. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 17. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 18. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 19. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. | 20. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp. |

11. Verify that 1000 amp and 1000 amp are present on 1000 amp and 1000 amp.

NORTH AMERICAN AVIATION, INC.
SPACE AND INFORMATION SYSTEMS DIVISION
2200 EASTERN BLVD., GAITHERSBURG, MARYLAND 20878

CODE IDENT. NO. 03953

REVISED 11/78

1. PURPOSE AND SCOPE

The purpose of this document is to provide a detailed description of the system architecture and its components. The scope of the document includes the hardware, software, and data resources used in the system.

2. SYSTEM ARCHITECTURE

The system architecture is designed to support the following functions:

2.1. Data Acquisition and Processing

2.2. System Control and Monitoring

2.3. User Interface and Reporting

The system is composed of the following major components:

2.4.1. Hardware Components

2.4.2. Software Components

2.4.3. Data Resources

2.4.4. System Configuration

2.4.5. System Performance

3. SYSTEM DESCRIPTION

The system is designed to provide a comprehensive overview of the system architecture and its components.

3.1. System Architecture

3.2. System Components

3.3. System Configuration

3.4. System Performance

3.5. System Maintenance

3.6. System Security

3.7. System Documentation

3.8. System Testing

3.9. System Training

3.10. System Support

3.11. System Evaluation

3.12. System Improvement

REVISION 1.01

heater power to the IMI are not

41-402 cable connected between J6 on AFG-401
PM Adapter Module and J6 on IMI.

| | |
|------|---|
| 1.0 | Initial Issue |
| 1.1 | Added Section 1.1.1, "General Description" |
| 1.2 | Added Section 1.1.2, "Functional Description" |
| 1.3 | Added Section 1.1.3, "Performance Characteristics" |
| 1.4 | Added Section 1.1.4, "Physical Characteristics" |
| 1.5 | Added Section 1.1.5, "Environmental Characteristics" |
| 1.6 | Added Section 1.1.6, "Safety Characteristics" |
| 1.7 | Added Section 1.1.7, "Reliability Characteristics" |
| 1.8 | Added Section 1.1.8, "Maintenance Characteristics" |
| 1.9 | Added Section 1.1.9, "Test Characteristics" |
| 1.10 | Added Section 1.1.10, "Packaging Characteristics" |
| 1.11 | Added Section 1.1.11, "Shipping Characteristics" |
| 1.12 | Added Section 1.1.12, "Storage Characteristics" |
| 1.13 | Added Section 1.1.13, "Handling Characteristics" |
| 1.14 | Added Section 1.1.14, "Disposal Characteristics" |
| 1.15 | Added Section 1.1.15, "Interference Characteristics" |
| 1.16 | Added Section 1.1.16, "Compatibility Characteristics" |
| 1.17 | Added Section 1.1.17, "Security Characteristics" |
| 1.18 | Added Section 1.1.18, "Logistics Characteristics" |
| 1.19 | Added Section 1.1.19, "Support Characteristics" |
| 1.20 | Added Section 1.1.20, "Training Characteristics" |
| 1.21 | Added Section 1.1.21, "Documentation Characteristics" |
| 1.22 | Added Section 1.1.22, "References" |
| 1.23 | Added Section 1.1.23, "Appendices" |
| 1.24 | Added Section 1.1.24, "Index" |
| 1.25 | Added Section 1.1.25, "Glossary" |
| 1.26 | Added Section 1.1.26, "List of Figures" |
| 1.27 | Added Section 1.1.27, "List of Tables" |
| 1.28 | Added Section 1.1.28, "List of Equations" |
| 1.29 | Added Section 1.1.29, "List of Symbols" |
| 1.30 | Added Section 1.1.30, "List of Abbreviations" |
| 1.31 | Added Section 1.1.31, "List of Acronyms" |
| 1.32 | Added Section 1.1.32, "List of Initials" |
| 1.33 | Added Section 1.1.33, "List of Symbols" |
| 1.34 | Added Section 1.1.34, "List of Abbreviations" |
| 1.35 | Added Section 1.1.35, "List of Acronyms" |
| 1.36 | Added Section 1.1.36, "List of Initials" |
| 1.37 | Added Section 1.1.37, "List of Symbols" |
| 1.38 | Added Section 1.1.38, "List of Abbreviations" |
| 1.39 | Added Section 1.1.39, "List of Acronyms" |
| 1.40 | Added Section 1.1.40, "List of Initials" |
| 1.41 | Added Section 1.1.41, "List of Symbols" |
| 1.42 | Added Section 1.1.42, "List of Abbreviations" |
| 1.43 | Added Section 1.1.43, "List of Acronyms" |
| 1.44 | Added Section 1.1.44, "List of Initials" |
| 1.45 | Added Section 1.1.45, "List of Symbols" |
| 1.46 | Added Section 1.1.46, "List of Abbreviations" |
| 1.47 | Added Section 1.1.47, "List of Acronyms" |
| 1.48 | Added Section 1.1.48, "List of Initials" |
| 1.49 | Added Section 1.1.49, "List of Symbols" |
| 1.50 | Added Section 1.1.50, "List of Abbreviations" |
| 1.51 | Added Section 1.1.51, "List of Acronyms" |
| 1.52 | Added Section 1.1.52, "List of Initials" |
| 1.53 | Added Section 1.1.53, "List of Symbols" |
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| 1.97 | Added Section 1.1.97, "List of Symbols" |
| 1.98 | Added Section 1.1.98, "List of Abbreviations" |
| 1.99 | Added Section 1.1.99, "List of Acronyms" |
| 2.00 | Added Section 1.2, "Detailed Description" |

1. The purpose of this document is to provide a description of the system and its components. The system is designed to provide a secure and reliable means of communication and information exchange between the Joint American Ambassador and the Space and Information Systems Division. The system is composed of several key components, including a secure communication channel, a data storage system, and a user interface. The system is designed to be highly secure and resistant to unauthorized access and tampering. It is also designed to be highly reliable and capable of operating in a variety of environments. The system is currently being tested and evaluated for use in a variety of scenarios. The results of these tests and evaluations will be used to determine the system's suitability for use in a variety of scenarios. The system is expected to be deployed in the near future.

2. The system is designed to provide a secure and reliable means of communication and information exchange between the Joint American Ambassador and the Space and Information Systems Division. The system is composed of several key components, including a secure communication channel, a data storage system, and a user interface. The system is designed to be highly secure and resistant to unauthorized access and tampering. It is also designed to be highly reliable and capable of operating in a variety of environments. The system is currently being tested and evaluated for use in a variety of scenarios. The results of these tests and evaluations will be used to determine the system's suitability for use in a variety of scenarios. The system is expected to be deployed in the near future.

3. The system is designed to provide a secure and reliable means of communication and information exchange between the Joint American Ambassador and the Space and Information Systems Division. The system is composed of several key components, including a secure communication channel, a data storage system, and a user interface. The system is designed to be highly secure and resistant to unauthorized access and tampering. It is also designed to be highly reliable and capable of operating in a variety of environments. The system is currently being tested and evaluated for use in a variety of scenarios. The results of these tests and evaluations will be used to determine the system's suitability for use in a variety of scenarios. The system is expected to be deployed in the near future.

4. The system is designed to provide a secure and reliable means of communication and information exchange between the Joint American Ambassador and the Space and Information Systems Division. The system is composed of several key components, including a secure communication channel, a data storage system, and a user interface. The system is designed to be highly secure and resistant to unauthorized access and tampering. It is also designed to be highly reliable and capable of operating in a variety of environments. The system is currently being tested and evaluated for use in a variety of scenarios. The results of these tests and evaluations will be used to determine the system's suitability for use in a variety of scenarios. The system is expected to be deployed in the near future.

5. The system is designed to provide a secure and reliable means of communication and information exchange between the Joint American Ambassador and the Space and Information Systems Division. The system is composed of several key components, including a secure communication channel, a data storage system, and a user interface. The system is designed to be highly secure and resistant to unauthorized access and tampering. It is also designed to be highly reliable and capable of operating in a variety of environments. The system is currently being tested and evaluated for use in a variety of scenarios. The results of these tests and evaluations will be used to determine the system's suitability for use in a variety of scenarios. The system is expected to be deployed in the near future.

6. The system is designed to provide a secure and reliable means of communication and information exchange between the Joint American Ambassador and the Space and Information Systems Division. The system is composed of several key components, including a secure communication channel, a data storage system, and a user interface. The system is designed to be highly secure and resistant to unauthorized access and tampering. It is also designed to be highly reliable and capable of operating in a variety of environments. The system is currently being tested and evaluated for use in a variety of scenarios. The results of these tests and evaluations will be used to determine the system's suitability for use in a variety of scenarios. The system is expected to be deployed in the near future.

7. The system is designed to provide a secure and reliable means of communication and information exchange between the Joint American Ambassador and the Space and Information Systems Division. The system is composed of several key components, including a secure communication channel, a data storage system, and a user interface. The system is designed to be highly secure and resistant to unauthorized access and tampering. It is also designed to be highly reliable and capable of operating in a variety of environments. The system is currently being tested and evaluated for use in a variety of scenarios. The results of these tests and evaluations will be used to determine the system's suitability for use in a variety of scenarios. The system is expected to be deployed in the near future.

NORTH AMERICAN AVIATION, INC.
SPACE AND INFORMATION SYSTEMS DIVISION
10000 AVIATION BLVD. GARDEN CITY, CALIF. 94026

TELEPHONE (415) 351-1000

UNITED STATES GOVERNMENT

1. The purpose of this document is to provide a detailed description of the system and its components. This document is intended for use by personnel responsible for the operation and maintenance of the system.

| Item No. | Description | Quantity |
|----------|--------------------|----------|
| 1 | System Unit | 1 |
| 2 | Power Supply | 1 |
| 3 | Control Panel | 1 |
| 4 | Display Unit | 1 |
| 5 | Interface Unit | 1 |
| 6 | Communication Unit | 1 |
| 7 | Storage Unit | 1 |
| 8 | Printer Unit | 1 |
| 9 | Scanner Unit | 1 |
| 10 | Teletype Unit | 1 |

T.C. WEDGE SUPPLY

processing with 6.2.2

Model No. 11-211

Control System Data Sheet 11

337001-111

- 6.2.1.1.1. The Temperature Control System shall be designed to maintain the temperature of the equipment at 25.3 °C (77.5 °F) and the ambient temperature shall be 15.5 °C to 18.5 °C (60 °F to 65 °F).
- 6.2.1.1.2. The Temperature Control System shall be designed to maintain the temperature of the equipment at 25.3 °C (77.5 °F) and the ambient temperature shall be 15.5 °C to 18.5 °C (60 °F to 65 °F).
- 6.2.1.1.3. The Temperature Control System shall be designed to maintain the temperature of the equipment at 25.3 °C (77.5 °F) and the ambient temperature shall be 15.5 °C to 18.5 °C (60 °F to 65 °F).

The Temperature Control System shall be designed to maintain the temperature of the equipment at 25.3 °C (77.5 °F) and the ambient temperature shall be 15.5 °C to 18.5 °C (60 °F to 65 °F).

- 6.2.1.1.4. The Temperature Control System shall be designed to maintain the temperature of the equipment at 25.3 °C (77.5 °F) and the ambient temperature shall be 15.5 °C to 18.5 °C (60 °F to 65 °F).
- 6.2.1.1.5. The Temperature Control System shall be designed to maintain the temperature of the equipment at 25.3 °C (77.5 °F) and the ambient temperature shall be 15.5 °C to 18.5 °C (60 °F to 65 °F).

- 6.2.1.1.6. The Temperature Control System shall be designed to maintain the temperature of the equipment at 25.3 °C (77.5 °F) and the ambient temperature shall be 15.5 °C to 18.5 °C (60 °F to 65 °F).
- 6.2.1.1.7. The Temperature Control System shall be designed to maintain the temperature of the equipment at 25.3 °C (77.5 °F) and the ambient temperature shall be 15.5 °C to 18.5 °C (60 °F to 65 °F).

6.2.1.1.8. The Temperature Control System shall be designed to maintain the temperature of the equipment at 25.3 °C (77.5 °F) and the ambient temperature shall be 15.5 °C to 18.5 °C (60 °F to 65 °F).

- 6.2.1.1.9. The Temperature Control System shall be designed to maintain the temperature of the equipment at 25.3 °C (77.5 °F) and the ambient temperature shall be 15.5 °C to 18.5 °C (60 °F to 65 °F).
- 6.2.1.1.10. The Temperature Control System shall be designed to maintain the temperature of the equipment at 25.3 °C (77.5 °F) and the ambient temperature shall be 15.5 °C to 18.5 °C (60 °F to 65 °F).

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5.2.9.3.1 Release CRACK Condition Jump, condition, at the Condition Annunciator Panel.

5.2.9.4

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Release CRACK Condition Jump, condition, at the Condition Annunciator Panel.

6.2.10.4.7 Set the OFFLINE ETC selector to OFFLINE position.

6.2.10.4.8 Repeat 6.2.10.4.1 through 6.2.10.4.7.

6.2.10.5.2 Set the OFFLINE ETC selector to OFFLINE position.

6.2.10.5.3 Set the OFFLINE ETC selector to OFFLINE position.

6.2.10.5.4 Set the OFFLINE ETC selector to OFFLINE position.

6.2.10.5.5 Set the OFFLINE ETC selector to OFFLINE position.

6.2.10.5.6 Set the OFFLINE ETC selector to OFFLINE position.

6.2.10.5.7 Set the OFFLINE ETC selector to OFFLINE position.

6.2.10.5.8 Set the OFFLINE ETC selector to OFFLINE position.

6.2.10.5.9 Set the OFFLINE ETC selector to OFFLINE position.

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1. The first part of the document is a list of names and their corresponding addresses. The names are listed in the first column, and the addresses are listed in the second column. The names are: John Doe, Jane Smith, and Bob Johnson. The addresses are: 123 Main St, 456 Elm St, and 789 Oak St.

THE UNIVERSITY OF CHICAGO

REVISION 10-1992

CLASSIFICATION

201

6.2.11.5.12

Low speed (approximately)

11 to 12 degrees

6.2.11.5.13

12 to 13 degrees

6.2.11.6 Elev Rate: Low Speed

at approximately 1000 feet per second

APPENDIX

the Medium Speed test.

the Medium Speed test.

the Medium Speed test.

the Medium Speed test.

the Medium Speed test.

the Medium Speed test.

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6.2.11.7 Acc Optics Moving

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| Date | Description | Amount |
|------|---------------|--------|
| 1911 | Jan 1 Balance | 100.00 |
| 1912 | Feb 1 | 100.00 |
| 1913 | Mar 1 | 100.00 |
| 1914 | Apr 1 | 100.00 |
| 1915 | May 1 | 100.00 |
| 1916 | Jun 1 | 100.00 |
| 1917 | Jul 1 | 100.00 |
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| 1922 | Dec 1 | 100.00 |
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| 1926 | Apr 1 | 100.00 |
| 1927 | May 1 | 100.00 |
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| 1941 | Jul 1 | 100.00 |
| 1942 | Aug 1 | 100.00 |
| 1943 | Sep 1 | 100.00 |
| 1944 | Oct 1 | 100.00 |
| 1945 | Nov 1 | 100.00 |
| 1946 | Dec 1 | 100.00 |

NORTH AMERICAN AVIATION, INC.
SPACE AND INFORMATION SYSTEMS DIVISION
2701 AARHUS BLVD. DOWNEY, CALIFORNIA

CODE IDENT. NO. 03953

REVISION 11111

711

1. The first step in the procedure is to set the CROSS MODE selector on the M-1 Indicator Control Panel to the CROSS MODE position. When the CROSS MODE selector is in the CROSS MODE position, the CROSS MODE indicator lamp will be illuminated. When the CROSS MODE indicator lamp is illuminated, return the CROSS MODE selector to the NORM MODE position.
2. The second step in the procedure is to set the CROSS MODE selector on the M-1 Indicator Control Panel to the NORM MODE position. When the CROSS MODE selector is in the NORM MODE position, the CROSS MODE indicator lamp will be extinguished. When the CROSS MODE indicator lamp is extinguished, return the CROSS MODE selector to the CROSS MODE position.
3. The third step in the procedure is to set the CROSS MODE selector on the M-1 Indicator Control Panel to the NORM MODE position. When the CROSS MODE selector is in the NORM MODE position, the CROSS MODE indicator lamp will be extinguished. When the CROSS MODE indicator lamp is extinguished, return the CROSS MODE selector to the CROSS MODE position.
4. The fourth step in the procedure is to set the CROSS MODE selector on the M-1 Indicator Control Panel to the NORM MODE position. When the CROSS MODE selector is in the NORM MODE position, the CROSS MODE indicator lamp will be extinguished. When the CROSS MODE indicator lamp is extinguished, return the CROSS MODE selector to the CROSS MODE position.
5. The fifth step in the procedure is to set the CROSS MODE selector on the M-1 Indicator Control Panel to the NORM MODE position. When the CROSS MODE selector is in the NORM MODE position, the CROSS MODE indicator lamp will be extinguished. When the CROSS MODE indicator lamp is extinguished, return the CROSS MODE selector to the CROSS MODE position.
6. The sixth step in the procedure is to set the CROSS MODE selector on the M-1 Indicator Control Panel to the NORM MODE position. When the CROSS MODE selector is in the NORM MODE position, the CROSS MODE indicator lamp will be extinguished. When the CROSS MODE indicator lamp is extinguished, return the CROSS MODE selector to the CROSS MODE position.
7. The seventh step in the procedure is to set the CROSS MODE selector on the M-1 Indicator Control Panel to the NORM MODE position. When the CROSS MODE selector is in the NORM MODE position, the CROSS MODE indicator lamp will be extinguished. When the CROSS MODE indicator lamp is extinguished, return the CROSS MODE selector to the CROSS MODE position.
8. The eighth step in the procedure is to set the CROSS MODE selector on the M-1 Indicator Control Panel to the NORM MODE position. When the CROSS MODE selector is in the NORM MODE position, the CROSS MODE indicator lamp will be extinguished. When the CROSS MODE indicator lamp is extinguished, return the CROSS MODE selector to the CROSS MODE position.
9. The ninth step in the procedure is to set the CROSS MODE selector on the M-1 Indicator Control Panel to the NORM MODE position. When the CROSS MODE selector is in the NORM MODE position, the CROSS MODE indicator lamp will be extinguished. When the CROSS MODE indicator lamp is extinguished, return the CROSS MODE selector to the CROSS MODE position.
10. The tenth step in the procedure is to set the CROSS MODE selector on the M-1 Indicator Control Panel to the NORM MODE position. When the CROSS MODE selector is in the NORM MODE position, the CROSS MODE indicator lamp will be extinguished. When the CROSS MODE indicator lamp is extinguished, return the CROSS MODE selector to the CROSS MODE position.

NORTH AMERICAN AVIATION, INC.
SPACE AND INFORMATION SYSTEMS DIVISION
12000 AVIATION BLVD. GAITHERSBURG, MARYLAND 20878

CODE IDENT. NO. 03953

REVISED 11/77

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— 11 —

1998

Handwritten musical notation on a five-line staff. The notation includes various note values, including minims, crotchets, and quavers, along with rests and bar lines. The handwriting is in a cursive style typical of 18th-century manuscripts.

(The following information was obtained from the records of the Department of Health, Education and Welfare, Washington, D.C., Office of Research and Statistics, Bureau of Census.)

0.5 degree

[illegible]

1. The first part of the document is a list of names and their corresponding addresses. The names are listed in the first column, and the addresses are listed in the second column. The names are: John Doe, Jane Smith, and Bob Johnson. The addresses are: 123 Main St, 456 Elm St, and 789 Oak St.

2. The second part of the document is a table with two columns: Name and Address. The names are listed in the first column, and the addresses are listed in the second column. The names are: John Doe, Jane Smith, and Bob Johnson. The addresses are: 123 Main St, 456 Elm St, and 789 Oak St.

3. The third part of the document is a list of names and their corresponding addresses. The names are listed in the first column, and the addresses are listed in the second column. The names are: John Doe, Jane Smith, and Bob Johnson. The addresses are: 123 Main St, 456 Elm St, and 789 Oak St.



A series of five small, square, black-and-white photographs showing the progression of a plant's growth from a seedling to a mature plant. The first image shows a small seedling with two leaves. The second image shows a slightly larger seedling with more developed leaves. The third image shows a young plant with several leaves. The fourth image shows a more mature plant with many leaves. The fifth image shows a very mature plant with many leaves and a thick stem.

It would be necessary for the special operation to communicate with the personnel outside the

and the corresponding σ is

Figure 1

FORM 100-100-100

INSTRUCTIONS

100-100-100

100-100-100

100-100-100

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100-100-100

100-100-100

100-100-100

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100-100-100

— 10 —



6.2.13.7.22 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.7.22 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.7.22 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.7.22.3 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.8 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.8.2 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.8.3 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.8.4 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.8.5 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.8.6 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.8.6.1 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.8.7 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.9 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

6.2.13.10 The difference between the two and 6.2.13.7.17 shall not exceed the difference.

1. The first step is to identify the problem.

2. The second step is to analyze the problem.

3. The third step is to develop a solution.

4. The fourth step is to implement the solution.

5. The fifth step is to evaluate the results.

6. The sixth step is to document the process.

7. The seventh step is to communicate the results.

8. The eighth step is to monitor the progress.

9. The ninth step is to report the findings.

10. The tenth step is to conclude the project.

11. The eleventh step is to reflect on the experience.

12. The twelfth step is to share the knowledge.

13. The thirteenth step is to celebrate the success.

612-137-511

612-137-512 Pitch Error (+50 and -50)

Press the RUN/indicator switch to RUN. Wait 10 sec.

612-137-513 Verify AI indicator (00001) on CRT.

612-137-514

Press on AI-A-001.

612-137-515 Press 5 on Analog Recorder AI-A3.

Wait for transients have died out.

612-137-516

Press 5 on AI-A3.

612-137-517

Record the phase.

CG 2209 SCS 7000

CG 2239 SCS 7000

CG 2269 SCS 7000

Verify the INER indicator on the DU-CDU, difference from zero ± 1.0 degrees.

Lape stops.

3.2.1.7.3.30 Verify RI indicates 00002 on CRT.

3.2.1.7.3.31 must be taken immediately after
transfer of power to Lape.

Lape stops.

Power phase.

Table 1

Table 1 Requirements

CG 2209 SCS 7000

CG 2239 SCS 7000

CG 2269 SCS 7000

$\pm 5, \pm 1.25, \pm 1.5$ degrees

$(0.0 \pm 1.00$ degrees

$(0.0 \pm 1.00$ degrees

6.2.14.7.6.1 Verify all indicator, 0000, on Cb2.

6.2.14.7.6.2 Start/Restart Recorder, 0000, on Cb2.

NOTE: The readings on the Recorder, on Cb2, are taken immediately after the command has been given.

6.2.14.7.6.3 Press the RIM indicator switch on AAI-Cb2 until tape stops.

6.2.14.7.6.4

6.2.14.7.6.5

Table XII Signal Requirements

| Signals | Requirements |
|-------------------------|------------------------------|
| CG 2209 SCS PITCH ERROR | 0 to 1.00 degrees |
| CG 2241 SCS YAW OFFSET | -5.00, +1.23, -1.37, degrees |
| CG 2271 SCS ROLL OFFSET | 111 to 110, degrees |

6.2.14.7.6.6

6.2.14.7.7 Roll Error (0.0 and 3.0 degrees)

6.2.14.7.7.1

Error on AAI-A3-Cb2

6.2.14.7.7.2

tape stops

6.2.14.7.7.3 Verify all indicator, 0000, on Cb2.

6.2.14.7.7.4

until tape stops

be ± 1.0 degrees.

ERROR on 4A1-A3-CHI

tape stops.

Verify 11 Indicator 00003 on CRT.

transients have died out.

tape stops.

Verify 11 Indicator 00003

Table 7.1

Signal Output, mode 2

CS 2209 SCS Pitch Roll

0 to 180 degrees

CS 2210 SCS Yaw Roll

0.00, 0.32, 1.00

CS 2211 SCS Yaw Offset

0.00, 0.37, 1.00

degrees

CS 2269 SCS Roll Roll

0.00, 0.23, 0.91

degrees

CS 2271 SCS Roll Offset

0.00 to 0.01

Water shall be ± 5.0 to ± 1.0 degrees.

until tape stops.

100-10000-1

100-10000-1

100-10000-1 (10-20, 10-22, 10-24 degree)

100-10000-1

100-10000-1

100-10000-1

100-10000-1 (10-20, 10-22, 10-24 degree)

100-10000-1

100-10000-1 (10-20, 10-22, 10-24 degree)

100-10000-1

100-10000-1 (10-20, 10-22, 10-24 degree)

100-10000-1

100-10000-1

100-10000-1 (10-20, 10-22, 10-24 degree)

100-10000-1 (10-20, 10-22, 10-24 degree)

100-10000-1

100-10000-1 (10-20, 10-22, 10-24 degree)

Table 2.14.8.3 Signal Requirements

| Signal | Requirement |
|----------------|---------------------------|
| 6.2.14.8.3.1 | Pitch Error (<5 degrees) |
| 6.2.14.8.3.2 | Verify All Indicator 0000 |
| 6.2.14.8.3.3 | Roll Rate Stop |
| 6.2.14.8.3.4 | Roll Rate Stop |
| 6.2.14.8.3.5 | Roll Rate Stop |
| 6.2.14.8.3.6 | Roll Rate Stop |
| 6.2.14.8.3.7 | Roll Rate Stop |
| 6.2.14.8.3.8 | Roll Rate Stop |
| 6.2.14.8.3.9 | Roll Rate Stop |
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| 6.2.14.8.3.97 | Roll Rate Stop |
| 6.2.14.8.3.98 | Roll Rate Stop |
| 6.2.14.8.3.99 | Roll Rate Stop |
| 6.2.14.8.3.100 | Roll Rate Stop |

| FORM 100-1 | REV. 10-1-68 | PAGE |
|------------|--------------|------|
|------------|--------------|------|

000 ± 010 degrees.

Indicate on K-145 to initiate 00 Counter-clockwise

00 000 ± 010 degrees.

6.2.35.3

00 000 ± 010 degrees.

Indicate on K-145 to initiate 00 Counter-clockwise Friction Test.

00 000 ± 010 degrees.

6.2.35.4

Repeat 6.2.35.3 and 6.2.35.6.

Indicate on K-145 to initiate 00 Clockwise Friction Test.

Observe (or) When K-145 reads stop

6.2.35.5

Repeat 6.2.35.3 and 6.2.35.6.

Remove from work 12/10

range of the active trace.



between
and the peak of the first
overshoot.

overshoot.

$240 \pm 0.2 \text{ VDC}$

6.2.16.6

Over Current Response Time

6.2.16.7

Over Current Response Time

6.2.16.7.1

Over Current Response Time

6.2.16.7.2

Over Current Response Time

6.2.16.7.3

Over Current Response Time

6.2.16.7.4

Over Current Response Time

6.2.16.7.5

Over Current Response Time

6.2.16.7.6

Over Current Response Time

6.2.16.7.7

Over Current Response Time

6.2.16.7.8

Over Current Response Time

6.2.16.7.9

Over Current Response Time

6.2.16.7.10

Over Current Response Time

6.2.16.7.11

Over Current Response Time

6.2.16.7.12

Over Current Response Time

6.2.16.7.13

Over Current Response Time

6.2.16.7.14

Over Current Response Time

6.2.16.7.15

Over Current Response Time

6.2.16.7.16

Over Current Response Time

6.2.16.7.17

Over Current Response Time

6.2.16.7.18

Over Current Response Time

6.2.16.7.19

Over Current Response Time

6.2.16.7.20

Over Current Response Time

NORTH AMERICAN AVIATION, INC. DATA AND INFORMATION SYSTEMS DIVISION

AVIATION

AVIATION

1701

1. The test shall be conducted in accordance with the test plan
 then 0.5 seconds

2. The test shall be conducted in accordance with the test plan
 then 0.5 seconds

3. The test shall be conducted in accordance with the test plan
 then 0.5 seconds

4. The test shall be conducted in accordance with the test plan
 then 0.5 seconds

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 then 0.5 seconds

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 then 0.5 seconds

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 then 0.5 seconds

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 then 0.5 seconds

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 then 0.5 seconds

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 then 0.5 seconds

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 then 0.5 seconds

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 then 0.5 seconds

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 then 0.5 seconds

30. The test shall be conducted in accordance with the test plan
 then 0.5 seconds

1. The following table shows the relationship between the number of units of each type of material and the number of units of each type of material required for the production of one unit of the finished product.

| Material | Units of Material | Units of Material Required for One Unit of Finished Product |
|------------|-------------------|---|
| Material A | 100 | 10 |
| Material B | 200 | 20 |
| Material C | 300 | 30 |
| Material D | 400 | 40 |
| Material E | 500 | 50 |
| Material F | 600 | 60 |
| Material G | 700 | 70 |
| Material H | 800 | 80 |
| Material I | 900 | 90 |
| Material J | 1000 | 100 |

2. The following table shows the relationship between the number of units of each type of material and the number of units of each type of material required for the production of one unit of the finished product.

6.2.17.6 During the following operation, Material A is used in the production of one unit of the finished product.

The following table shows the relationship between the number of units of each type of material and the number of units of each type of material required for the production of one unit of the finished product.

The following table shows the relationship between the number of units of each type of material and the number of units of each type of material required for the production of one unit of the finished product.

NORTH AMERICAN AVIATION, INC.
INFORMATION SYSTEMS DIVISION
10000 AIRWAY BLVD., DOWNEY, CALIFORNIA

DOCUMENT NO. 0001

REVISION 1.0

6.2.17.12.1

1. 10000 AIRWAY BLVD., DOWNEY, CALIFORNIA

2. 10000 AIRWAY BLVD., DOWNEY, CALIFORNIA

6.2.17.12.1

1. 10000 AIRWAY BLVD., DOWNEY, CALIFORNIA

6.2.18

1. 10000 AIRWAY BLVD., DOWNEY, CALIFORNIA

6.2.19

1. 10000 AIRWAY BLVD., DOWNEY, CALIFORNIA

6.2.20

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1. 10000 AIRWAY BLVD., DOWNEY, CALIFORNIA

6.2.26

1. 10000 AIRWAY BLVD., DOWNEY, CALIFORNIA

6.2.27

1. 10000 AIRWAY BLVD., DOWNEY, CALIFORNIA

1999 Coefficient Determination Test

111111

111111

Indicate:

R2 = 00000 (Test Index)
R3 = 0000X (Test Position)

where X indicates positions 2 through 6

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NUMBER

ALPHABETICALLY

Page 1 of 1

as follows:

Contents of (R1)

Contents of (R2)

1. XXXXX

XXXXX

Item 1 - Position Number

1. XXXXX
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80. XXXXX
81. XXXXX
82. XXXXX
83. XXXXX
84. XXXXX
85. XXXXX
86. XXXXX
87. XXXXX
88. XXXXX
89. XXXXX
90. XXXXX
91. XXXXX
92. XXXXX
93. XXXXX
94. XXXXX
95. XXXXX
96. XXXXX
97. XXXXX
98. XXXXX
99. XXXXX
100. XXXXX

Page 2 of 1

as follows:

1. XXXXX

2. XXXXX

3. XXXXX

4. XXXXX

5. XXXXX

6. XXXXX

7. XXXXX

8. XXXXX

9. XXXXX

10. XXXXX

11. XXXXX

12. XXXXX

13. XXXXX

14. XXXXX

15. XXXXX

16. XXXXX

17. XXXXX

18. XXXXX

19. XXXXX

20. XXXXX

17A scale factors using five significant figures

1. XXXXX

2. XXXXX

3. XXXXX

4. XXXXX

5. XXXXX

6. XXXXX

7. XXXXX

8. XXXXX

9. XXXXX

10. XXXXX

11. XXXXX

12. XXXXX

13. XXXXX

6.2.2.1 Turn On

6.2.2.1.1 Turn On the system by pressing the Turn On button. If the system has been interrupted, it will perform 6.2.2.2 Turn On Sequence.

6.2.2.2 Turn On Sequence
Prior to the turn on sequence, the operator shall verify the proper operation of the GND system. (Ref. 6.2.1) shall

6.2.2.2.1 The operator shall verify the proper operation of the GND system by pressing the GND button. If the system has been interrupted, it will perform 6.2.2.2 Turn On Sequence.

6.2.2.2.2 The operator shall verify the proper operation of the GND system by pressing the GND button. If the system has been interrupted, it will perform 6.2.2.2 Turn On Sequence.

6.2.2.2.3 The operator shall verify the proper operation of the GND system by pressing the GND button. If the system has been interrupted, it will perform 6.2.2.2 Turn On Sequence.

6.2.2.2.4 The operator shall verify the proper operation of the GND system by pressing the GND button. If the system has been interrupted, it will perform 6.2.2.2 Turn On Sequence.

6.2.2.2.5 The operator shall verify the proper operation of the GND system by pressing the GND button. If the system has been interrupted, it will perform 6.2.2.2 Turn On Sequence.

NORTH AMERICAN AVIATION, INC.
SPACE AND INFORMATION SYSTEMS DIVISION
10010 LAKEWOOD BLVD., BOWLING GREEN, OHIO 43402

CODE IDENT. NO. (3950)

| CLASS | REV. | DATE | BY | CHKD. | APP. | FILE |
|-------|------|------|----|-------|------|------|
| | | | | | | |

| | | | | | | |
|--------------------|--------------|--|--|--|--|--|
| 1. TITLE | [Faint text] | | | | | |
| 2. DESCRIPTION | [Faint text] | | | | | |
| 3. PURPOSE | [Faint text] | | | | | |
| 4. SCOPE | [Faint text] | | | | | |
| 5. REFERENCES | [Faint text] | | | | | |
| 6. ASSUMPTIONS | [Faint text] | | | | | |
| 7. LIMITATIONS | [Faint text] | | | | | |
| 8. CONCLUSIONS | [Faint text] | | | | | |
| 9. RECOMMENDATIONS | [Faint text] | | | | | |
| 10. ACTION | [Faint text] | | | | | |
| 11. DISTRIBUTION | [Faint text] | | | | | |
| 12. APPROVAL | [Faint text] | | | | | |
| 13. REVIEW | [Faint text] | | | | | |
| 14. COMMENTS | [Faint text] | | | | | |
| 15. DATE | [Faint text] | | | | | |
| 16. BY | [Faint text] | | | | | |
| 17. CHKD. | [Faint text] | | | | | |
| 18. APP. | [Faint text] | | | | | |
| 19. FILE | [Faint text] | | | | | |

NORTH AMERICAN AVIATION, INC. INFORMATION 2200 EAST 10TH AVE, DENVER, CO 80202

2.2.1.1. The following information is required to calculate the average data load:

2.2.1.2. The following information is required to calculate the average data load:

2.2.1.3. The following information is required to calculate the average data load:

2.2.1.4. The following information is required to calculate the average data load:

2.2.1.5. The following information is required to calculate the average data load:



2.2.1.6. The following information is required to calculate the average data load:

2.2.1.7. The following information is required to calculate the average data load:



1. Perform the following calculation:

1. Perform the following calculation:

$$\frac{1000 \times 1000}{300} = 3333.33$$

2. Perform the following calculation:

$$\frac{1000 \times 1000}{300} = 3333.33$$

3. Perform the following calculation:

3. Perform the following calculation:

$$1638 \times 1000 = 1638000$$

4. Perform the following calculation:

$$\frac{1000 \times 1000}{300} = 3333.33$$

5. Perform the following calculation:

5. Perform the following calculation:

6. Perform the following calculation:

6. Perform the following calculation:

0.2.21.9 Set the OPTICS MODE switch to ZERO OPTICS, and

set the Optics Mode switch to MANUAL.

to enter the correct coordinates for targets 1 and 2.

values are displayed in R1, R2, and R3.

(Target #1)
(Target #2)

1990

11

1. *Phragmites australis* (Cav.) Trin. ex Steud.
 2. *Scirpus americanus* L.
 3. *Scirpus setaceus* L.
 4. *Scirpus tabernaemontani* (Cav.) Trin. ex Steud.
 5. *Scirpus torreyana* (Cav.) Trin. ex Steud.
 6. *Scirpus yagara* (Cav.) Trin. ex Steud.
 7. *Scirpus yagara* (Cav.) Trin. ex Steud.
 8. *Scirpus yagara* (Cav.) Trin. ex Steud.
 9. *Scirpus yagara* (Cav.) Trin. ex Steud.
 10. *Scirpus yagara* (Cav.) Trin. ex Steud.

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[illegible]

The first part of the paper discusses the importance of the
 Journal of Management Education in the field of management
 education. It highlights the journal's role in providing
 a platform for the dissemination of research findings and
 the advancement of the discipline. The second part of the
 paper focuses on the journal's commitment to diversity and
 inclusion, emphasizing the importance of representing a
 wide range of perspectives and experiences in the
 management education field. The third part of the paper
 discusses the journal's efforts to promote the use of
 research findings in the classroom, highlighting the
 importance of evidence-based practice in management
 education. The fourth part of the paper discusses the
 journal's commitment to the advancement of the
 discipline, highlighting the importance of ongoing
 research and scholarship in the field. The fifth part of
 the paper discusses the journal's commitment to the
 development of the management education field,
 highlighting the importance of ongoing research and
 scholarship in the field. The sixth part of the paper
 discusses the journal's commitment to the advancement
 of the discipline, highlighting the importance of ongoing
 research and scholarship in the field. The seventh part
 of the paper discusses the journal's commitment to the
 development of the management education field,
 highlighting the importance of ongoing research and
 scholarship in the field. The eighth part of the paper
 discusses the journal's commitment to the advancement
 of the discipline, highlighting the importance of ongoing
 research and scholarship in the field. The ninth part of
 the paper discusses the journal's commitment to the
 development of the management education field,
 highlighting the importance of ongoing research and
 scholarship in the field. The tenth part of the paper
 discusses the journal's commitment to the advancement
 of the discipline, highlighting the importance of ongoing
 research and scholarship in the field.

REVISION 1.000

11/15/61

70

6.2.21.26.3

When the input voltage to the 6.2.21.26.3 three channel input is 31.3 volts dc, the output voltage to the 6.2.21.26.3 three channel output is 31.3 volts dc.

6.2.21.26.4

When the input voltage to the 6.2.21.26.4 three channel input is 31.3 volts dc, the output voltage to the 6.2.21.26.4 three channel output is 31.3 volts dc.

When the input voltage to the 6.2.21.26.5 three channel input is 31.3 volts dc, the output voltage to the 6.2.21.26.5 three channel output is 31.3 volts dc.

When the input voltage to the 6.2.21.26.6 three channel input is 31.3 volts dc, the output voltage to the 6.2.21.26.6 three channel output is 31.3 volts dc.

When the input voltage to the 6.2.21.26.7 three channel input is 31.3 volts dc, the output voltage to the 6.2.21.26.7 three channel output is 31.3 volts dc.

NORTH AMERICAN AVIATION, INC.

CHIEF ENGINEER, 1938

AVIATION LETTER

PAGE

PAGE 6.2

2 (2 hours)

4 (3.0 hours)

4 (3.0 hours)

5 (2.0 hrs)

6 (2.0 hrs)

7 (2.0 hrs)

8 (2.0 hrs)

APOLLO G&N Specification

ND1002324 A

Original Issue Date: 7/13/66

Release Authority: TDRR 31027

Class: A Release

1. PURPOSE AND SCOPE
This document defines the functional requirements for the Apollo Guidance and Navigation (G&N) system, covering the Apollo 11 mission. It provides a high-level overview of the system's capabilities and performance parameters.

| Item | Quantity | Unit | Description | Remarks |
|------|----------|------|--|---------|
| 1 | 1 | Set | Navigation Computer | Primary |
| 2 | 1 | Set | Guidance Computer | Primary |
| 3 | 1 | Set | Attitude Control System | Primary |
| 4 | 1 | Set | Thrust Vector Control System | Primary |
| 5 | 1 | Set | Engine Control System | Primary |
| 6 | 1 | Set | Abort System | Primary |
| 7 | 1 | Set | Redundant Navigation Computer | Backup |
| 8 | 1 | Set | Redundant Guidance Computer | Backup |
| 9 | 1 | Set | Redundant Attitude Control System | Backup |
| 10 | 1 | Set | Redundant Thrust Vector Control System | Backup |
| 11 | 1 | Set | Redundant Engine Control System | Backup |
| 12 | 1 | Set | Redundant Abort System | Backup |

| | | | | |
|----|---|-----|--|--------|
| 13 | 1 | Set | Redundant Navigation Computer | Backup |
| 14 | 1 | Set | Redundant Guidance Computer | Backup |
| 15 | 1 | Set | Redundant Attitude Control System | Backup |
| 16 | 1 | Set | Redundant Thrust Vector Control System | Backup |
| 17 | 1 | Set | Redundant Engine Control System | Backup |
| 18 | 1 | Set | Redundant Abort System | Backup |

NUMBER

DESCRIPTION

Inertial Components Temperature Controller
 (ITTC) Model No. A23-100

ISA Adapter Module, Model No. A23-201

Volt Ohm Meter Simpson, Model No. 269 or
 equivalent

Calibrator (Shown on equipment)

Stopwatch

GM Polarity Test (System Level Only)

Shorting Plug No. 52472

Electrical Cable Portable GM System,
 Model No. A23-097 314-462

GM Installation Qualification Fixture,
 Model No. A23-097

SCR Resolution Check Card

BM-3 Theodolite

Movable Optics Target

Telescope

Packard 5245L with 5254A Probe

Extender Cable Set

Flexible Driver TM-02A

1. The first step in the process of determining the tolerance for a given dimension is to determine the tolerance for the dimension itself. This is done by determining the tolerance for the dimension in the drawing and then determining the tolerance for the dimension in the manufacturing process.

2. The second step is to determine the tolerance for the dimension in the manufacturing process. This is done by determining the tolerance for the dimension in the manufacturing process and then determining the tolerance for the dimension in the drawing.

3. The third step is to determine the tolerance for the dimension in the drawing. This is done by determining the tolerance for the dimension in the drawing and then determining the tolerance for the dimension in the manufacturing process.

4. The fourth step is to determine the tolerance for the dimension in the manufacturing process. This is done by determining the tolerance for the dimension in the manufacturing process and then determining the tolerance for the dimension in the drawing.

5. The fifth step is to determine the tolerance for the dimension in the drawing. This is done by determining the tolerance for the dimension in the drawing and then determining the tolerance for the dimension in the manufacturing process.

6. The sixth step is to determine the tolerance for the dimension in the manufacturing process. This is done by determining the tolerance for the dimension in the manufacturing process and then determining the tolerance for the dimension in the drawing.

NORTH AMERICAN AVIATION INC.

THE VARIOUS TYPES OF AIRCRAFT AND THEIR SPECIFICATIONS

1935-1936

LISTED IN ITALY

| AIRCRAFT | |
|--|--|
| 1. <i>North American Navajo</i> | 1. <i>North American Navajo</i> |
| 2. <i>North American P-51 Mustang</i> | 2. <i>North American P-51 Mustang</i> |
| 3. <i>North American P-52 Mustang</i> | 3. <i>North American P-52 Mustang</i> |
| 4. <i>North American P-53 Mustang</i> | 4. <i>North American P-53 Mustang</i> |
| 5. <i>North American P-54 Mustang</i> | 5. <i>North American P-54 Mustang</i> |
| 6. <i>North American P-55 Mustang</i> | 6. <i>North American P-55 Mustang</i> |
| 7. <i>North American P-56 Mustang</i> | 7. <i>North American P-56 Mustang</i> |
| 8. <i>North American P-57 Mustang</i> | 8. <i>North American P-57 Mustang</i> |
| 9. <i>North American P-58 Mustang</i> | 9. <i>North American P-58 Mustang</i> |
| 10. <i>North American P-59 Mustang</i> | 10. <i>North American P-59 Mustang</i> |
| 11. <i>North American P-60 Mustang</i> | 11. <i>North American P-60 Mustang</i> |
| 12. <i>North American P-61 Mustang</i> | 12. <i>North American P-61 Mustang</i> |
| 13. <i>North American P-62 Mustang</i> | 13. <i>North American P-62 Mustang</i> |
| 14. <i>North American P-63 Mustang</i> | 14. <i>North American P-63 Mustang</i> |
| 15. <i>North American P-64 Mustang</i> | 15. <i>North American P-64 Mustang</i> |
| 16. <i>North American P-65 Mustang</i> | 16. <i>North American P-65 Mustang</i> |
| 17. <i>North American P-66 Mustang</i> | 17. <i>North American P-66 Mustang</i> |
| 18. <i>North American P-67 Mustang</i> | 18. <i>North American P-67 Mustang</i> |
| 19. <i>North American P-68 Mustang</i> | 19. <i>North American P-68 Mustang</i> |
| 20. <i>North American P-69 Mustang</i> | 20. <i>North American P-69 Mustang</i> |
| 21. <i>North American P-70 Mustang</i> | 21. <i>North American P-70 Mustang</i> |
| 22. <i>North American P-71 Mustang</i> | 22. <i>North American P-71 Mustang</i> |
| 23. <i>North American P-72 Mustang</i> | 23. <i>North American P-72 Mustang</i> |
| 24. <i>North American P-73 Mustang</i> | 24. <i>North American P-73 Mustang</i> |
| 25. <i>North American P-74 Mustang</i> | 25. <i>North American P-74 Mustang</i> |
| 26. <i>North American P-75 Mustang</i> | 26. <i>North American P-75 Mustang</i> |
| 27. <i>North American P-76 Mustang</i> | 27. <i>North American P-76 Mustang</i> |
| 28. <i>North American P-77 Mustang</i> | 28. <i>North American P-77 Mustang</i> |
| 29. <i>North American P-78 Mustang</i> | 29. <i>North American P-78 Mustang</i> |
| 30. <i>North American P-79 Mustang</i> | 30. <i>North American P-79 Mustang</i> |
| 31. <i>North American P-80 Mustang</i> | 31. <i>North American P-80 Mustang</i> |
| 32. <i>North American P-81 Mustang</i> | 32. <i>North American P-81 Mustang</i> |
| 33. <i>North American P-82 Mustang</i> | 33. <i>North American P-82 Mustang</i> |
| 34. <i>North American P-83 Mustang</i> | 34. <i>North American P-83 Mustang</i> |
| 35. <i>North American P-84 Mustang</i> | 35. <i>North American P-84 Mustang</i> |
| 36. <i>North American P-85 Mustang</i> | 36. <i>North American P-85 Mustang</i> |
| 37. <i>North American P-86 Mustang</i> | 37. <i>North American P-86 Mustang</i> |
| 38. <i>North American P-87 Mustang</i> | 38. <i>North American P-87 Mustang</i> |
| 39. <i>North American P-88 Mustang</i> | 39. <i>North American P-88 Mustang</i> |
| 40. <i>North American P-89 Mustang</i> | 40. <i>North American P-89 Mustang</i> |
| 41. <i>North American P-90 Mustang</i> | 41. <i>North American P-90 Mustang</i> |
| 42. <i>North American P-91 Mustang</i> | 42. <i>North American P-91 Mustang</i> |
| 43. <i>North American P-92 Mustang</i> | 43. <i>North American P-92 Mustang</i> |
| 44. <i>North American P-93 Mustang</i> | 44. <i>North American P-93 Mustang</i> |
| 45. <i>North American P-94 Mustang</i> | 45. <i>North American P-94 Mustang</i> |
| 46. <i>North American P-95 Mustang</i> | 46. <i>North American P-95 Mustang</i> |
| 47. <i>North American P-96 Mustang</i> | 47. <i>North American P-96 Mustang</i> |
| 48. <i>North American P-97 Mustang</i> | 48. <i>North American P-97 Mustang</i> |
| 49. <i>North American P-98 Mustang</i> | 49. <i>North American P-98 Mustang</i> |
| 50. <i>North American P-99 Mustang</i> | 50. <i>North American P-99 Mustang</i> |

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

[The following text is extremely faint and largely illegible due to poor scan quality. It appears to be a continuation of a letter or document.]

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2000 年 12 月 10 日

[illegible]

ACCIDENT NO. 10000

PAGE

PAGE

PAGE

with the following tests:

- 1. **Optic Positional Accuracy Test**
- 2. **Fine Alignment Test**
- 3. **Cyro Compassing Test**
- 4. **PIPA Scale Factor Determination Test**

5.12.3 GAN Optics Power Turn-On

shall be set to the following positions:

- 1. **SLAVE TELESCOPE to STAR LOS**
- 2. **OPTICS MODE to ZERO OPTICS**
- 3. **CONTROLLER MODE to DIRECT**
- 4. **CONTROLLER SPEED to LO**
- 5. **POWER and BRIGHTNESS to ON**
- 6. **PANEL BRIGHTNESS to MAXIMUM INCREASE**

Panel to ON position. (breakers pushed in).

not be more than 30 seconds after optics power turn on.

503.35 The test results show that the system (503.35) is in compliance with the requirements of the specification.

503.36 The test results show that the system (503.36) is in compliance with the requirements of the specification.

503.37 The test results show that the system (503.37) is in compliance with the requirements of the specification.

503.38 The test results show that the system (503.38) is in compliance with the requirements of the specification.

503.39 The test results show that the system (503.39) is in compliance with the requirements of the specification.

503.40 The test results show that the system (503.40) is in compliance with the requirements of the specification.

503.41 The test results show that the system (503.41) is in compliance with the requirements of the specification.

DETAIL REQUIREMENTS

Initial Test Conditions

The maximum deviation shall be observed in the inertial component performance history of the DAI. Deviation may necessitate recalibration of the inertial components.

otherwise specified.

The inertial components temperature controller (ICNC) Model No. 120 shall be under control of the ICNC.

6.2.1 After 6.2.1

The inertial components temperature controller (ICNC) Model No. 120 shall be under control of the ICNC.

The inertial components temperature controller (ICNC) Model No. 120 shall be under control of the ICNC.

The inertial components temperature controller (ICNC) Model No. 120 shall be under control of the ICNC.

The inertial components temperature controller (ICNC) Model No. 120 shall be under control of the ICNC.

The inertial components temperature controller (ICNC) Model No. 120 shall be under control of the ICNC.

1. The power switch on the front of the panel shall be in the "ON" position when the power is applied to the panel.

2. The power switch shall be in the "ON" position when the power is applied to the panel.

3. The power switch shall be in the "ON" position when the power is applied to the panel.

4. The power switch shall be in the "ON" position when the power is applied to the panel.

5. The power switch shall be in the "ON" position when the power is applied to the panel.

6. The power switch shall be in the "ON" position when the power is applied to the panel.

7. The power switch shall be in the "ON" position when the power is applied to the panel.

8. The power switch shall be in the "ON" position when the power is applied to the panel.

CODE IDENT. NO. 03951

REVISION

10000

10000

| SECTION 1 | | | |
|-----------|-------------|----------|-------|
| ITEM | DESCRIPTION | QUANTITY | UNIT |
| 1 | 10000 | 1 | 10000 |
| 2 | 10000 | 1 | 10000 |
| 3 | 10000 | 1 | 10000 |
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6.2.1.4.5. Gas Indicator and Display Panel

6.2.1.4.5.1. Connect heater power to the Gas System
connector 15A7J2.

6.2.1.4.5.2. Specify otherwise as a procedural step.

6.2.1.4.5.3. AC 2 breakers on the Right Hand Circuit

6.2.1.4.5.3.1. On (breakers pushed in). Record the value
of (24.5 V to 30.5V).

6.2.1.4.5.4. AC 2 breakers on the Right Hand Circuit Breaker

6.2.1.4.5.4.1. On (breakers pushed in).

6.2.1.4.5.5. Set the computer numerical display (NDC) by
rotating the NDC knob.

6.2.1.4.5.6

6.2.1.4.5.6. Ignore the computer

6.2.1.4.5.6.1. Press (158) pushbutton. Press (158) pushbutton. All
values shall clear.

6.2.1.4.5.7. The voltage

6.2.1.4.5.7.1. Shall be 21.85 to 24.12 VDC.

6.2.1.4.5.8

6.2.1.4.5.8.1. The value of the NDC shall be 21.85 to 24.12 VDC.

| | | |
|--------|----------------------|------|
| NUMBER | REVISION/DESCRIPTION | PAGE |
| | | |

1. The purpose of this document is to provide a detailed description of the Apollo General Systems (AGS) and its associated components. This document is intended for use by personnel responsible for the operation and maintenance of the AGS.

2. The AGS is a complex system that consists of a number of interconnected components. The components are designed to provide a reliable and efficient means of communication and data processing.

3. The AGS is designed to be used in a variety of environments. It is capable of operating in both ground and space environments. The AGS is also capable of operating in a variety of modes, including manual and automatic.

4. The AGS is designed to be used by a single operator. The operator is responsible for monitoring the system and making adjustments as necessary. The AGS is also capable of operating in a stand-alone mode.

5. The AGS is designed to be used in a variety of applications. It is capable of providing a reliable and efficient means of communication and data processing. The AGS is also capable of operating in a stand-alone mode.

6. The AGS is designed to be used in a variety of environments. It is capable of operating in both ground and space environments. The AGS is also capable of operating in a variety of modes, including manual and automatic.

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9. The AGS is designed to be used in a variety of environments. It is capable of operating in both ground and space environments. The AGS is also capable of operating in a variety of modes, including manual and automatic.

10. The AGS is designed to be used by a single operator. The operator is responsible for monitoring the system and making adjustments as necessary. The AGS is also capable of operating in a stand-alone mode.

11. The AGS is designed to be used in a variety of applications. It is capable of providing a reliable and efficient means of communication and data processing. The AGS is also capable of operating in a stand-alone mode.

12. The AGS is designed to be used in a variety of environments. It is capable of operating in both ground and space environments. The AGS is also capable of operating in a variety of modes, including manual and automatic.

NORTH AMERICAN AVIATION INC.

1000 AVIATION AVENUE, OAKLAND, CALIF. 94612

MODEL 1000

1000000000

1. The purpose of this test is to determine the effect of temperature on the performance of the Model 1000. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

2. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

3. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

4. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

5. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

6. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

7. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

8. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

9. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

10. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

11. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

12. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

13. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

14. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

15. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

16. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

17. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

18. The test is performed by measuring the output of the Model 1000 at various temperatures and comparing the results to the requirements.

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0201.7 Temperature Control

0201.7(1) Remove battery from the Rack.

0201.7(2) Press the 105 7 Temperature Control button.

0201.7(3) Press the 105 7 Temperature Control button. Battery Power Panel.

0201.7(4) Lighted.

0201.7(5) Press the 105 7 Temperature Control button. Lighted.

0201.7(6) Lighted.

0201.7(7) (02301, 02300).

0201.7(8) (only when current).

| UNITED STATES DEPARTMENT OF AGRICULTURE | |
|---|-----|
| BUREAU OF PLANT INDUSTRY | |
| PLANT INDUSTRY REPORT | |
| 1. NAME OF PLANT | ... |
| 2. NAME OF CULTIVATOR | ... |
| 3. ADDRESS | ... |
| 4. CITY | ... |
| 5. STATE | ... |
| 6. COUNTY | ... |
| 7. ZIP CODE | ... |
| 8. DATE OF REPORT | ... |
| 9. NAME OF REPORTER | ... |
| 10. TITLE OF REPORT | ... |
| 11. SUMMARY | ... |
| 12. DESCRIPTION OF PLANT | ... |
| 13. CULTIVATION METHODS | ... |
| 14. YIELD | ... |
| 15. USES | ... |
| 16. COMMENTS | ... |
| 17. SIGNATURE | ... |
| 18. DATE | ... |

| GENERAL INFORMATION | |
|---------------------|------------------|
| 1. NAME | 2. ADDRESS |
| 3. CITY | 4. STATE |
| 5. ZIP | 6. PHONE |
| 7. FAX | 8. E-MAIL |
| 9. OCCUPATION | 10. EDUCATION |
| 11. EXPERIENCE | 12. REFERENCES |
| 13. SKILLS | 14. ACHIEVEMENTS |
| 15. INTERESTS | 16. HOBBIES |
| 17. REFERENCES | 18. REFERENCES |
| 19. REFERENCES | 20. REFERENCES |
| 21. REFERENCES | 22. REFERENCES |
| 23. REFERENCES | 24. REFERENCES |
| 25. REFERENCES | 26. REFERENCES |
| 27. REFERENCES | 28. REFERENCES |
| 29. REFERENCES | 30. REFERENCES |
| 31. REFERENCES | 32. REFERENCES |
| 33. REFERENCES | 34. REFERENCES |
| 35. REFERENCES | 36. REFERENCES |
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| 39. REFERENCES | 40. REFERENCES |
| 41. REFERENCES | 42. REFERENCES |
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| 45. REFERENCES | 46. REFERENCES |
| 47. REFERENCES | 48. REFERENCES |
| 49. REFERENCES | 50. REFERENCES |
| 51. REFERENCES | 52. REFERENCES |
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| 59. REFERENCES | 60. REFERENCES |
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| 77. REFERENCES | 78. REFERENCES |
| 79. REFERENCES | 80. REFERENCES |
| 81. REFERENCES | 82. REFERENCES |
| 83. REFERENCES | 84. REFERENCES |
| 85. REFERENCES | 86. REFERENCES |
| 87. REFERENCES | 88. REFERENCES |
| 89. REFERENCES | 90. REFERENCES |
| 91. REFERENCES | 92. REFERENCES |
| 93. REFERENCES | 94. REFERENCES |
| 95. REFERENCES | 96. REFERENCES |
| 97. REFERENCES | 98. REFERENCES |
| 99. REFERENCES | 100. REFERENCES |

Circuit breaker panel (CG 1513)

Ensure that the / () switch is in the OFF position.

- a. CG 1520 +13 VDC/AC - Switch to ON position.
- b. CG 1520 +3 VDC/AC - Switch to ON position.

Breaker panel (breakers pushed in).

Lighted (CG 1513).

ICTC ON/OFF switch to ON position.

- a. Insert VERB 21, NOUM 01, ENTER.
- b. Insert 00041, ENTER.
- c. Insert 00000, ENTER.

REMARKS

erasable AGC memory locations.

Self Test. (Wait approximately three minutes)

Lamp on Event Module 4A3 will light.

the Conditioner Annunciator is lighted.

(ON 5000)

* Only M & Z 22-19 is performed.

MINI-SEC

| TEST | TEST | TEST |
|-------|--------------------------------|---------------------|
| 21-20 | +120 VDC (TMS) Supply | |
| 21-21 | 0V VDC (TMS) Supply | |
| 21-22 | 0V VDC (TMS) Supply | |
| 21-23 | +120 VDC (PIPA) Supply | |
| 21-24 | +32 VDC (PIPA) Supply | |
| 21-25 | +25 VDC (ELECTRONICS) | |
| 21-26 | DMU 28V/800 CPS/1% 0° | +27 to +29 VRMS |
| 21-27 | DMU 28V/800 CPS 54-90 | +26.1 to +29.9 VRMS |
| 21-28 | DMU 28V/800 CPS 54-0 | +24.7 to +30.3 VRMS |
| 21-29 | DMU 28V/800 CPS 54-90 | +26.1 to +29.9 VRMS |
| 21-30 | DMU 2V/1200 CPS SUPPLY | 2.8 to 4.2 VRMS |
| 21-31 | DMU 28V/800 CPS SQ WAVE | +15.0 to +24.4 VRMS |
| 21-32 | DMU 2.5V/25.0 KC 1A 9 | +2.1 to +2.9 VRMS |
| 21-33 | +2.5 VDC (T/M REFERENCE) | +2.45 to +2.55 VDC |
| 21-34 | DMU 28V/800 CPS 1% 0° | +27 to +29 VRMS |
| 21-35 | DMU 800 CPS 54-90 | +26.1 to +29.9 VRMS |
| 21-36 | DMU 2.5V/25.0 KC 1A 9 | +2.1 to +2.9 VRMS |

Only if 6.2.2.2.19 is performed

For each test, the test results shall be recorded in the test results table.

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For each test, the test results shall be recorded in the test results table.

1977-1978

1977-1978

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1977-1978

1977-1978

1. The following information shall be displayed on the CRT:
a. The name of the program being executed.
b. The name of the user who executed the program.
c. The date and time of execution.
d. The name of the operator who executed the program.

2. The following information shall be displayed on the CRT:
a. The name of the program being executed.
b. The name of the user who executed the program.
c. The date and time of execution.
d. The name of the operator who executed the program.

3. The following information shall be displayed on the CRT:

a. The name of the program being executed.
b. The name of the user who executed the program.
c. The date and time of execution.
d. The name of the operator who executed the program.

4. The following information shall be displayed on the CRT:
a. The name of the program being executed.
b. The name of the user who executed the program.
c. The date and time of execution.
d. The name of the operator who executed the program.

5. The following information shall be displayed on the CRT:
a. The name of the program being executed.
b. The name of the user who executed the program.
c. The date and time of execution.
d. The name of the operator who executed the program.

6. The following information shall be displayed on the CRT:
a. The name of the program being executed.
b. The name of the user who executed the program.
c. The date and time of execution.
d. The name of the operator who executed the program.

7. The following information shall be displayed on the CRT:

8. The following information shall be displayed on the CRT:
a. The name of the program being executed.
b. The name of the user who executed the program.
c. The date and time of execution.
d. The name of the operator who executed the program.

9. The following information shall be displayed on the CRT:
a. The name of the program being executed.
b. The name of the user who executed the program.
c. The date and time of execution.
d. The name of the operator who executed the program.

10. The following information shall be displayed on the CRT:
a. The name of the program being executed.
b. The name of the user who executed the program.
c. The date and time of execution.
d. The name of the operator who executed the program.

11. The following information shall be displayed on the CRT:
a. The name of the program being executed.
b. The name of the user who executed the program.
c. The date and time of execution.
d. The name of the operator who executed the program.

12. The following information shall be displayed on the CRT:
a. The name of the program being executed.
b. The name of the user who executed the program.
c. The date and time of execution.
d. The name of the operator who executed the program.

6.2.3.3.6 Parity Fail

When the parity fail alarm is received, the tape drive will stop the tape stop.

When the parity fail alarm is received, the tape drive will stop the tape stop.

When the parity fail alarm is received, the tape drive will stop the tape stop.

When the parity fail alarm is received, the tape drive will stop the tape stop. All data on the tape is lost and the drive must be reloaded. Disregard all or any other alarm indications. Press RELOAD button.

6.2.3.3.7 Tape Stop/Alarm

When the tape stop/alarm is received, the tape drive will stop the tape stop.

When the tape stop/alarm is received, the tape drive will stop the tape stop.

When the tape stop/alarm is received, the tape drive will stop the tape stop.

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When the tape stop/alarm is received, the tape drive will stop the tape stop.

When the tape stop/alarm is received, the tape drive will stop the tape stop.

STARTUP

Set the following positions:

- 1. MASTER BATTERY SWITCH (MBS) to ON (battery power on).
- 2. MASTER BATTERY SWITCH (MBS) to OFF (battery power off).
- 3. MASTER BATTERY SWITCH (MBS) to ON (battery power on).
- 4. MASTER BATTERY SWITCH (MBS) to OFF (battery power off).
- 5. MASTER BATTERY SWITCH (MBS) to ON (battery power on).
- 6. MASTER BATTERY SWITCH (MBS) to OFF (battery power off).
- 7. MASTER BATTERY SWITCH (MBS) to ON (battery power on).
- 8. MASTER BATTERY SWITCH (MBS) to OFF (battery power off).
- 9. MASTER BATTERY SWITCH (MBS) to ON (battery power on).
- 10. MASTER BATTERY SWITCH (MBS) to OFF (battery power off).

Set the following positions:

Set the following positions:

Set the following positions:

- 1. START POSITION to START POS.
- 2. OFFICE POS to ZERO OFFICE.
- 3. OFFICE POS to OFFICE.
- 4. OFFICE POS to OFF.
- 5. OFFICE POS to OFF.
- 6. OFFICE POS to OFF.
- 7. OFFICE POS to OFF.
- 8. OFFICE POS to OFF.
- 9. OFFICE POS to OFF.
- 10. OFFICE POS to OFF.

| Serial | Description |
|--------|----------------------|
| 1 | 1. [Illegible text] |
| 2 | 2. [Illegible text] |
| 3 | 3. [Illegible text] |
| 4 | 4. [Illegible text] |
| 5 | 5. [Illegible text] |
| 6 | 6. [Illegible text] |
| 7 | 7. [Illegible text] |
| 8 | 8. [Illegible text] |
| 9 | 9. [Illegible text] |
| 10 | 10. [Illegible text] |

Displayed on the CRT

| Item No. | Manufacturer's Part No. | Quantity | Part Description | Test Point | Test Voltage |
|----------|-------------------------|----------|------------------|-------------------|--------------|
| 1 | CG 1400 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 2 | CG 1401 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 3 | CG 1402 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 4 | CG 1403 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 5 | CG 1404 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 6 | CG 1405 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 7 | CG 1406 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 8 | CG 1407 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 9 | CG 1408 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 10 | CG 1409 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 11 | CG 1410 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 12 | CG 1411 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 13 | CG 1412 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 14 | CG 1413 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 15 | CG 1414 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 16 | CG 1415 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 17 | CG 1416 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 18 | CG 1417 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 19 | CG 1418 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 20 | CG 1419 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 21 | CG 1420 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 22 | CG 1421 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 23 | CG 1422 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 24 | CG 1423 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 25 | CG 1424 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 26 | CG 1425 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 27 | CG 1426 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 28 | CG 1427 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 29 | CG 1428 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 30 | CG 1429 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 31 | CG 1430 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 32 | CG 1431 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 33 | CG 1432 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 34 | CG 1433 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 35 | CG 1434 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 36 | CG 1435 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 37 | CG 1436 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 38 | CG 1437 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 39 | CG 1438 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 40 | CG 1439 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 41 | CG 1440 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 42 | CG 1441 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 43 | CG 1442 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 44 | CG 1443 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 45 | CG 1444 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 46 | CG 1445 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 47 | CG 1446 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 48 | CG 1447 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 49 | CG 1448 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 50 | CG 1449 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 51 | CG 1450 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 52 | CG 1451 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 53 | CG 1452 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 54 | CG 1453 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 55 | CG 1454 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 56 | CG 1455 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 57 | CG 1456 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 58 | CG 1457 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 59 | CG 1458 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 60 | CG 1459 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 61 | CG 1460 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 62 | CG 1461 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 63 | CG 1462 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 64 | CG 1463 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 65 | CG 1464 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 66 | CG 1465 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 67 | CG 1466 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 68 | CG 1467 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 69 | CG 1468 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 70 | CG 1469 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 71 | CG 1470 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 72 | CG 1471 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 73 | CG 1472 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 74 | CG 1473 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 75 | CG 1474 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 76 | CG 1475 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 77 | CG 1476 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 78 | CG 1477 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 79 | CG 1478 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 80 | CG 1479 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 81 | CG 1480 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 82 | CG 1481 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 83 | CG 1482 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 84 | CG 1483 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 85 | CG 1484 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 86 | CG 1485 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 87 | CG 1486 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 88 | CG 1487 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 89 | CG 1488 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 90 | CG 1489 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 91 | CG 1490 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 92 | CG 1491 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 93 | CG 1492 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 94 | CG 1493 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 95 | CG 1494 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 96 | CG 1495 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 97 | CG 1496 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 98 | CG 1497 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 99 | CG 1498 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |
| 100 | CG 1499 | 1 | DC 2V 25.0 Hz | 25.1 to 25.9 VRMS | |

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

[illegible]

Keywords: child sexual abuse; disclosure; social support

1. Remove the screws and carefully remove the cover from the top of the unit.

2. Remove the screws and carefully remove the cover from the bottom of the unit.

3. Remove the screws and carefully remove the cover from the front of the unit.

4. Remove the screws and carefully remove the cover from the back of the unit.

5. Remove the screws and carefully remove the cover from the side of the unit.

6. Remove the screws and carefully remove the cover from the top of the unit.

7. Remove the screws and carefully remove the cover from the bottom of the unit.

8. Remove the screws and carefully remove the cover from the front of the unit.

9. Remove the screws and carefully remove the cover from the back of the unit.

10. Remove the screws and carefully remove the cover from the side of the unit.

11. Remove the screws and carefully remove the cover from the top of the unit.

12. Remove the screws and carefully remove the cover from the bottom of the unit.

13. Remove the screws and carefully remove the cover from the front of the unit.

14. Remove the screws and carefully remove the cover from the back of the unit.

15. Remove the screws and carefully remove the cover from the side of the unit.

REFERENCES

CODE IDENT. NO. 03953

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|

1. Remove the IMU from the aircraft.

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25. Remove the IMU from the aircraft.

6.2.5.30 IMU Fail (CG 500)

1. Remove the IMU from the aircraft.

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15. Remove the IMU from the aircraft.

16. Remove the IMU from the aircraft.

17. Remove the IMU from the aircraft.

- 1. MICROSYN EXCITATION
- 2. WHEEL EXCITATION
- 3. MG SERVO ERROR
- 4. MG SERVO ERROR
- 5. MG SERVO ERROR

| Condition | Main | Event | Event |
|-------------|-----------|---------|--------------|
| Annunciator | Display | Module | Event |
| Panel | Panel | Module | Event |
| PGNS | CGN ERROR | FAILURE | ERROR DETECT |
| MASTER | MASTER | ERROR | |
| ALARM | ALARM | DETECT | |

Otherwise the lamp remains lit.

Unit

1. This drawing is a detail of the engine assembly shown in drawing ND1002324. It shows the internal components of the engine, including the cylinder, piston, and connecting rod. The drawing is a cross-section view, showing the internal structure of the engine.

2. The engine assembly is shown in a cross-section view, showing the internal components of the engine, including the cylinder, piston, and connecting rod. The drawing is a cross-section view, showing the internal structure of the engine.

3. The engine assembly is shown in a cross-section view, showing the internal components of the engine, including the cylinder, piston, and connecting rod. The drawing is a cross-section view, showing the internal structure of the engine.

6-25-31-2 1/2" (0.500)

4. The engine assembly is shown in a cross-section view, showing the internal components of the engine, including the cylinder, piston, and connecting rod. The drawing is a cross-section view, showing the internal structure of the engine.

5. The engine assembly is shown in a cross-section view, showing the internal components of the engine, including the cylinder, piston, and connecting rod. The drawing is a cross-section view, showing the internal structure of the engine.

6.2.5.33.1 Perform 6.2.5.33.1 to Turn Off Gas System.

6.2.5.33.2 Perform 6.2.5.33.2 to Turn Off Gas System.

6.2.5.33.3

seconds

6.2.5.33.4

lighted

6.2.5.33.5 Perform 6.2.5.33.5 to Turn Off Gas System.

6.2.5.33.6 Perform 6.2.5.33.6 to Turn Off Gas System.

seconds

6.2.5.33.7 Perform 6.2.5.33.7 to Turn Off Gas System.

6.2.5.33.8 Perform 6.2.5.33.8 to Turn Off Gas System.

6.2.5.33.9 Perform 6.2.5.33.9 to Turn Off Gas System.

to 180 degrees. Wait 60 seconds.

6.2.5.33.10 Perform 6.2.5.33.10 to Turn Off Gas System.

6.2.5.33.11 Perform 6.2.5.33.11 to Turn Off Gas System.

to 255 degrees. Wait 60 seconds.

6.2.5.33.12 Perform 6.2.5.33.12 to Turn Off Gas System.

6.2.5.33.13 Perform 6.2.5.33.13 to Turn Off Gas System.

seconds

6.2.5.33.14 Perform 6.2.5.33.14 to Turn Off Gas System.

not lighted.

6.2.5.34 Removal of PSA Tray Extender Set

6.2.5.34.1 Perform 6.2.5.34.1 to Turn Off Gas System.

Master power to the IBI are as follows:

1. PMA Tray 7 and 31 on A23-301 PMA Adapter

2. PMA Tray 10 and 30 on PMA Adapter

3. PMA Tray 10

10-111-1

10-111-1 AMERICAN AVIA FORM 11-1

10-111-1 AMERICAN AVIA FORM 11-1

10-111-1 AMERICAN AVIA FORM 11-1

10-111-1 AMERICAN AVIA FORM 11-1

10-111-1 AMERICAN AVIA FORM 11-1

10-111-1

10-111-1 AMERICAN AVIA FORM 11-1

Procedure

6.2.6.1 Initial Conditions

6.2.6.2

6.2.6.2

6.2.6.6

FORM NO. 0093

ND1002324 REV.

| TEST RESULTS | | TEST RESULTS | | TEST RESULTS | | TEST RESULTS | |
|--------------|----|--------------|-----|--------------|-----|--------------|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
| 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 |
| 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
| 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 |
| 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 |
| 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 |

6.2.7.5

6.2.7.6

6.2.7.7

6.2.7.8

as displayed
time (CO 2303)

0.75 to 1.60 sec

1.60 to 2.50 sec

6.2.7.9

be the only lamp lit.

6.2.7.11 Proportional Mode

to the 100% position.

2.2.7.3.1 shall be as follows:

current is applied) (CO 2502).

current is applied) (CO 2503).

to 25.3 VDC (CO 2504).

2.2.7.3.2 shall be as follows:

CO 2505).

current is applied) (CO 2506).

current is applied) (CO 2507).

3.1.1.1.1 shall be as follows:

to 25.3 VDC.

2.2.7.3.3

2.2.7.3.4

1. Before the procedure before recording.

(111) 1000.

620.510: Set the RSC to 10.

620.515: Set the RSC to 1000.

620.520: Set the RSC to 10000.

620.525

620.530

620.535

1. Before the procedure before recording.

1. Before the procedure before recording.

1. Before the procedure before recording.

1. Before the procedure before recording.

1. Before the procedure before recording.

1. General Instructions

2. Rolling the illumination of the following lamps:

- 1. Optical Reticles
- 2. Telescope Angle Headsets
- 3. 100-cou Difference Display
- 4. COARS ALIGN MODE Lamp on the COARSE Panel

5. COARS Displays

3. Rolling the illumination of the following lamps:

- 1. COARS ALIGN
- 2. COARS ALIGN
- 3. COARS ALIGN
- 4. COARS ALIGN
- 5. COARS ALIGN
- 6. COARS ALIGN
- 7. COARS ALIGN
- 8. COARS ALIGN

4. Rolling the illumination of the following lamps:

5. Rolling the illumination of the following lamps:

- 1. COARS ALIGN
- 2. COARS ALIGN
- 3. COARS ALIGN
- 4. COARS ALIGN

NORTH AMERICAN AVIATION, INC.

THIS AIRCRAFT IS A NORTH AMERICAN AVIATION, INC. AIRCRAFT

ND1002324 REV A

CODE IDENT. NO. 03953

REVISION 11/1/71

1. MAIN PANEL

2. GENERAL LOCK

3. TIME 7:00

4. TIME 7:00

5. TIME 7:00

6. TIME 7:00

7. TIME 7:00

8. TIME 7:00

9. TIME 7:00

10. TIME 7:00

11. TIME 7:00

12. TIME 7:00

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28. TIME 7:00

29. TIME 7:00

30. TIME 7:00

3.2.10.3

Set the **CONTROL SPEED** selector to **COMPUTER**.

3.2.10.4

Return the selector to **MANUAL**.

Verify that the system is in **Coarse Align** Mode under **AGC** control.

3.2.10.4 Transition CDU Servo Loop Check

3.2.10.4.1

Set the **CONTROL MODE** switch to **DIRECT**.

3.2.10.4.2

Check the **ANALOG RECORDER** channel of the **Analog Recorder 4A1-A03**.

3.2.10.4.3

Check the **EXT. TRUN MDA INPUT INPHASE**.

3.2.10.4.4

Check the **INPHASE**.

3.2.10.4.5

Check the **INPHASE** when 1.25 ± 20 VRMS.

3.2.10.4.6

Set the **CONTROLLER SPEED** selector to **LO**.

1. The first step in the process is to determine the requirements of the system. This involves a thorough analysis of the user's needs and the system's capabilities.

2. The second step is to design the system architecture. This includes defining the system's components, their interactions, and the overall system structure.

3. The third step is to develop the system software. This involves writing the code that implements the system's functionality, including the user interface and the underlying logic.

4. The fourth step is to test the system. This involves running a series of tests to verify that the system meets the requirements and operates correctly.

5. The fifth step is to deploy the system. This involves installing the system on the target hardware and making it available to the users.

6. The sixth step is to maintain the system. This involves monitoring the system's performance, making updates as needed, and providing support to the users.

7. The seventh step is to evaluate the system. This involves assessing the system's effectiveness, efficiency, and user satisfaction.

1000 for more than ten seconds.

MEMORANDUM

TO: [illegible]
 FROM: [illegible]
 SUBJECT: [illegible]

1. [illegible]
 2. [illegible]
 3. [illegible]
 4. [illegible]
 5. [illegible]

6. [illegible]
 7. [illegible]
 8. [illegible]
 9. [illegible]
 10. [illegible]

11. [illegible]
 12. [illegible]
 13. [illegible]
 14. [illegible]
 15. [illegible]

16. [illegible]
 17. [illegible]
 18. [illegible]
 19. [illegible]
 20. [illegible]

21. [illegible]
 22. [illegible]
 23. [illegible]
 24. [illegible]
 25. [illegible]

NORTH AMERICAN AVIATION INC.

1000 KENTWOOD BLVD. BOSTON, MA 02111

CODE IDENT. NO. 03953

11-11-11

1. The purpose of this document is to provide a clear and concise description of the procedures and methods used in the development and testing of the North American Aviation (NA) aircraft. This document is intended for use by all personnel involved in the development and testing of the aircraft, including engineers, technicians, and test pilots.

2. The procedures and methods described in this document are based on the latest industry standards and best practices. They are designed to ensure the safety, reliability, and performance of the aircraft throughout its entire life cycle.

3. The procedures and methods described in this document are subject to change without notice. It is the responsibility of the user to keep this document up-to-date and to use the latest version.

4. The procedures and methods described in this document are not to be used in any way that would compromise the safety or integrity of the aircraft. Any use of this document that is not in accordance with the intended purpose is strictly prohibited.

5. The procedures and methods described in this document are the property of North American Aviation, Inc. and are not to be distributed or used in any way without the express written consent of the company.

On Procedure, before procedure.

Process Specification No. NA 0201-003

NORTH AMERICAN AVIATION, INC.

10000 North American Blvd., Downey, California 90241

10000 North American Blvd., Downey, California 90241

DOCUMENT ID: 10000

| NUMBER | REV. | DATE | BY | CHKD. | APPD. | PAGE |
|--------|------|------|----|-------|-------|------|
| | | | | | | |

1. Connect the Portable Lamp Assembly.

2. Connect the Portable Lamp Assembly to the Power Source.

3. Check the Power Source.

4. Check the Power Source for proper operation.

5. Check the Power Source for proper operation.

6. Check the Power Source.

- 7. CONTROLLER SPEED - MED
- 8. CONTROLLER MODE - DIRECT
- 9. SLAVE TELESCOPE - STAR LOS
- 10. OPTICS MODE - ZERO OPTICS

6.2.13.4

1. Check the Power Source.

2. Check the Power Source for proper operation.

3. Check the Power Source.

4. Check the Power Source for proper operation.

5. Check the Power Source.

6. Check the Power Source for proper operation.

7. Check the Power Source.

8. Check the Power Source for proper operation.

9. Check the Power Source.

6.2.13.4.4

6.2.13.5

6.2.13.5.1

6.2.13.5.2

6.2.13.5.3

6.2.13.5.4

6.2.13.5.5

6.2.13.5.6

6.2.13.5.7

If needed to reduce external light, obtain, place,

The prism must be held in this position until

Step 6.2.13.5.12

INSTRUMENTATION

6.2.13.5.8

6.2.13.5.9

6.2.13.5.10

Obtain the values $\pm 100\%$ beyond
the zero optics position
STAR 100.

6.2.13.5.11

6.2.13.5.12

6.2.13.5.13

6.2.13.5.14

6.2.13.5.15

6.2.13.5.16

TABLE I

6.2.3.1

The Apollo Guidance and Navigation (G&N) system is responsible for determining the vehicle's position, velocity, and attitude relative to the Earth and the Moon. It consists of several key components, including the Inertial Reference System (IRS), the Lunar Inertial Reference System (LIRS), and the Lunar Laser Ranging System (LLRS). The IRS provides the primary reference for the vehicle's orientation and position, while the LIRS and LLRS provide additional data for lunar navigation and ranging.

6.2.3.2

The Apollo Guidance and Navigation (G&N) system is responsible for determining the vehicle's position, velocity, and attitude relative to the Earth and the Moon. It consists of several key components, including the Inertial Reference System (IRS), the Lunar Inertial Reference System (LIRS), and the Lunar Laser Ranging System (LLRS). The IRS provides the primary reference for the vehicle's orientation and position, while the LIRS and LLRS provide additional data for lunar navigation and ranging.

6.2.3.3

The Apollo Guidance and Navigation (G&N) system is responsible for determining the vehicle's position, velocity, and attitude relative to the Earth and the Moon. It consists of several key components, including the Inertial Reference System (IRS), the Lunar Inertial Reference System (LIRS), and the Lunar Laser Ranging System (LLRS). The IRS provides the primary reference for the vehicle's orientation and position, while the LIRS and LLRS provide additional data for lunar navigation and ranging.

6.2.3.4

The Apollo Guidance and Navigation (G&N) system is responsible for determining the vehicle's position, velocity, and attitude relative to the Earth and the Moon. It consists of several key components, including the Inertial Reference System (IRS), the Lunar Inertial Reference System (LIRS), and the Lunar Laser Ranging System (LLRS). The IRS provides the primary reference for the vehicle's orientation and position, while the LIRS and LLRS provide additional data for lunar navigation and ranging.

6.2.3.5

The Apollo Guidance and Navigation (G&N) system is responsible for determining the vehicle's position, velocity, and attitude relative to the Earth and the Moon. It consists of several key components, including the Inertial Reference System (IRS), the Lunar Inertial Reference System (LIRS), and the Lunar Laser Ranging System (LLRS). The IRS provides the primary reference for the vehicle's orientation and position, while the LIRS and LLRS provide additional data for lunar navigation and ranging.

6.2.3.6

The Apollo Guidance and Navigation (G&N) system is responsible for determining the vehicle's position, velocity, and attitude relative to the Earth and the Moon. It consists of several key components, including the Inertial Reference System (IRS), the Lunar Inertial Reference System (LIRS), and the Lunar Laser Ranging System (LLRS). The IRS provides the primary reference for the vehicle's orientation and position, while the LIRS and LLRS provide additional data for lunar navigation and ranging.

6.2.3.7

The Apollo Guidance and Navigation (G&N) system is responsible for determining the vehicle's position, velocity, and attitude relative to the Earth and the Moon. It consists of several key components, including the Inertial Reference System (IRS), the Lunar Inertial Reference System (LIRS), and the Lunar Laser Ranging System (LLRS). The IRS provides the primary reference for the vehicle's orientation and position, while the LIRS and LLRS provide additional data for lunar navigation and ranging.

6.2.13.6.6

When the selector is moved to the "TEST" position, the "TEST" indicator on the CRT will stop flashing.

6.2.13.7

When the selector is moved to the "TEST" position, the "TEST" indicator on the CRT will stop flashing.

6.2.13.7.1

When the selector is moved to the "TEST" position, the "TEST" indicator on the CRT will stop flashing.

6.2.13.7.2

When the selector is moved to the "TEST" position, the "TEST" indicator on the CRT will stop flashing.

6.2.13.7.3

When the selector is moved to the "TEST" position, the "TEST" indicator on the CRT will stop flashing.

6.2.13.7.4

Record the value of the START and POSITION test counters in 11 and 12 on CRT.

6.2.13.7.5

Record START and 2X POSITION test counters.

6.2.13.7.6

When the selector is moved to the "TEST" position, the "TEST" indicator on the CRT will stop flashing.

6.2.13.7.7

When the selector is moved to the "TEST" position, the "TEST" indicator on the CRT will stop flashing.

6.2.13.7.8

Record the value of the START and POSITION test counters in 11 and 12 on CRT.

6.2.13.7.8.1

When the selector is moved to the "TEST" position, the "TEST" indicator on the CRT will stop flashing.

6.2.13.7.9

When the selector is moved to the "TEST" position, the "TEST" indicator on the CRT will stop flashing.

6.2.13.7.10

Record the value of the START and POSITION test counters in 11 and 12 on CRT.

NORTH AMERICAN AVIATION INC

10000 AVIATION BLVD, VAN NUYS, CALIF. 91411

10000 AVIATION BLVD
VAN NUYS, CALIF. 91411

10000 AVIATION BLVD

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10000

THE UNIVERSITY OF CHICAGO

operation has not been interrupted. If
been interrupted, perform 6.2.2.2 Turn On

62-16.3

proceeding.

press button marked bottom on A-151 dial.

62-16.4

Control Response Test

on A-151-C-1.

62-16.5

62-16.6

on A-151 A & B circuit breaker on the right hand circuit breaker panel.

switches on A-151 A & B are

6.2.16.6.1 The delay time between the two signals shall be two seconds.

6.2.16.6.2 The delay time between the two signals shall be two seconds.

6.2.16.7 Outer Gimbal Response Test

6.2.16.7.1 The test shall be performed with the system in the following configuration:

6.2.16.7.2 Insert the following sequence into K148:

a. VIM 41, NOIN 20, 10000

b. 100000 10000

c. 10000 10000

d. 10000 10000

6.2.16.7.3

6.2.16.7.4

step into the CG Stabilization Loop.

Right Hand Circuit Breaker, 10000.

6.2.16.7.5

Stabilization Loop.

In addition, record the total number of over-

6.2.17.5

Test Numbers: Select the desired Test Number from the

Table VIII: Test Numbers and Positions for Test Data

| Test Number | Position |
|-------------|----------|
| 1 | 1 |
| 2 | 2 |
| 3 | 3 |
| 4 | 4 |
| 5 | 5 |
| 6 | 6 |
| 7 | 7 |
| 8 | 8 |
| 9 | 9 |
| 10 | 10 |
| 11 | 11 |
| 12 | 12 |
| 13 | 13 |
| 14 | 14 |
| 15 | 15 |
| 16 | 16 |
| 17 | 17 |
| 18 | 18 |
| 19 | 19 |
| 20 | 20 |
| 21 | 21 |
| 22 | 22 |
| 23 | 23 |
| 24 | 24 |
| 25 | 25 |
| 26 | 26 |
| 27 | 27 |
| 28 | 28 |
| 29 | 29 |
| 30 | 30 |
| 31 | 31 |
| 32 | 32 |
| 33 | 33 |
| 34 | 34 |
| 35 | 35 |
| 36 | 36 |
| 37 | 37 |
| 38 | 38 |
| 39 | 39 |
| 40 | 40 |
| 41 | 41 |
| 42 | 42 |
| 43 | 43 |
| 44 | 44 |
| 45 | 45 |
| 46 | 46 |
| 47 | 47 |
| 48 | 48 |
| 49 | 49 |
| 50 | 50 |
| 51 | 51 |
| 52 | 52 |
| 53 | 53 |
| 54 | 54 |
| 55 | 55 |
| 56 | 56 |
| 57 | 57 |
| 58 | 58 |
| 59 | 59 |
| 60 | 60 |
| 61 | 61 |
| 62 | 62 |
| 63 | 63 |
| 64 | 64 |
| 65 | 65 |
| 66 | 66 |
| 67 | 67 |
| 68 | 68 |
| 69 | 69 |
| 70 | 70 |
| 71 | 71 |
| 72 | 72 |
| 73 | 73 |
| 74 | 74 |
| 75 | 75 |
| 76 | 76 |
| 77 | 77 |
| 78 | 78 |
| 79 | 79 |
| 80 | 80 |
| 81 | 81 |
| 82 | 82 |
| 83 | 83 |
| 84 | 84 |
| 85 | 85 |
| 86 | 86 |
| 87 | 87 |
| 88 | 88 |
| 89 | 89 |
| 90 | 90 |
| 91 | 91 |
| 92 | 92 |
| 93 | 93 |
| 94 | 94 |
| 95 | 95 |
| 96 | 96 |
| 97 | 97 |
| 98 | 98 |
| 99 | 99 |
| 100 | 100 |

6.2.17.6

Test Data: Select the desired Test Data from the

| Test Data | Position |
|-----------|----------|
| 1 | 1 |
| 2 | 2 |
| 3 | 3 |
| 4 | 4 |
| 5 | 5 |
| 6 | 6 |
| 7 | 7 |
| 8 | 8 |
| 9 | 9 |
| 10 | 10 |
| 11 | 11 |
| 12 | 12 |
| 13 | 13 |
| 14 | 14 |
| 15 | 15 |
| 16 | 16 |
| 17 | 17 |
| 18 | 18 |
| 19 | 19 |
| 20 | 20 |
| 21 | 21 |
| 22 | 22 |
| 23 | 23 |
| 24 | 24 |
| 25 | 25 |
| 26 | 26 |
| 27 | 27 |
| 28 | 28 |
| 29 | 29 |
| 30 | 30 |
| 31 | 31 |
| 32 | 32 |
| 33 | 33 |
| 34 | 34 |
| 35 | 35 |
| 36 | 36 |
| 37 | 37 |
| 38 | 38 |
| 39 | 39 |
| 40 | 40 |
| 41 | 41 |
| 42 | 42 |
| 43 | 43 |
| 44 | 44 |
| 45 | 45 |
| 46 | 46 |
| 47 | 47 |
| 48 | 48 |
| 49 | 49 |
| 50 | 50 |
| 51 | 51 |
| 52 | 52 |
| 53 | 53 |
| 54 | 54 |
| 55 | 55 |
| 56 | 56 |
| 57 | 57 |
| 58 | 58 |
| 59 | 59 |
| 60 | 60 |
| 61 | 61 |
| 62 | 62 |
| 63 | 63 |
| 64 | 64 |
| 65 | 65 |
| 66 | 66 |
| 67 | 67 |
| 68 | 68 |
| 69 | 69 |
| 70 | 70 |
| 71 | 71 |
| 72 | 72 |
| 73 | 73 |
| 74 | 74 |
| 75 | 75 |
| 76 | 76 |
| 77 | 77 |
| 78 | 78 |
| 79 | 79 |
| 80 | 80 |
| 81 | 81 |
| 82 | 82 |
| 83 | 83 |
| 84 | 84 |
| 85 | 85 |
| 86 | 86 |
| 87 | 87 |
| 88 | 88 |
| 89 | 89 |
| 90 | 90 |
| 91 | 91 |
| 92 | 92 |
| 93 | 93 |
| 94 | 94 |
| 95 | 95 |
| 96 | 96 |
| 97 | 97 |
| 98 | 98 |
| 99 | 99 |
| 100 | 100 |

Test Data: Select the desired Test Data from the

NORTH AMERICAN AVIATION, INC.

12110 KANEWOOD BLVD. CHICAGO, ILL. 60626

CODE IDENT. NO. C3953

NUMBER

ITEMS

PAGE

| ITEM | DESCRIPTION |
|------|-------------|
| 1 | ... |
| 2 | ... |
| 3 | ... |
| 4 | ... |
| 5 | ... |
| 6 | ... |
| 7 | ... |
| 8 | ... |
| 9 | ... |
| 10 | ... |
| 11 | ... |
| 12 | ... |
| 13 | ... |
| 14 | ... |
| 15 | ... |
| 16 | ... |
| 17 | ... |
| 18 | ... |
| 19 | ... |
| 20 | ... |
| 21 | ... |
| 22 | ... |
| 23 | ... |
| 24 | ... |
| 25 | ... |
| 26 | ... |
| 27 | ... |
| 28 | ... |
| 29 | ... |
| 30 | ... |
| 31 | ... |
| 32 | ... |
| 33 | ... |
| 34 | ... |
| 35 | ... |
| 36 | ... |
| 37 | ... |
| 38 | ... |
| 39 | ... |
| 40 | ... |
| 41 | ... |
| 42 | ... |
| 43 | ... |
| 44 | ... |
| 45 | ... |
| 46 | ... |
| 47 | ... |
| 48 | ... |
| 49 | ... |
| 50 | ... |
| 51 | ... |
| 52 | ... |
| 53 | ... |
| 54 | ... |
| 55 | ... |
| 56 | ... |
| 57 | ... |
| 58 | ... |
| 59 | ... |
| 60 | ... |
| 61 | ... |
| 62 | ... |
| 63 | ... |
| 64 | ... |
| 65 | ... |
| 66 | ... |
| 67 | ... |
| 68 | ... |
| 69 | ... |
| 70 | ... |
| 71 | ... |
| 72 | ... |
| 73 | ... |
| 74 | ... |
| 75 | ... |
| 76 | ... |
| 77 | ... |
| 78 | ... |
| 79 | ... |
| 80 | ... |
| 81 | ... |
| 82 | ... |
| 83 | ... |
| 84 | ... |
| 85 | ... |
| 86 | ... |
| 87 | ... |
| 88 | ... |
| 89 | ... |
| 90 | ... |
| 91 | ... |
| 92 | ... |
| 93 | ... |
| 94 | ... |
| 95 | ... |
| 96 | ... |
| 97 | ... |
| 98 | ... |
| 99 | ... |
| 100 | ... |

If it is desired to ...
 ... into ...
 ... after completion of position ...

...

...

5.63 sec/pulse

and 6.2.18.5.2 as follows:

3 2 0 0 2

6 2 0 0 2

6 2 0 0 2

6.2.18.5.A.1

| | |
|--|--|
| | |
| | |
| | |
| | |

5.63 sec/pulse

only the following parameters test

6.2.18.5.A.1

6.2.18.5.A.1

6.2.18.5.A.1

NORTH AMERICAN AVIATION, INC.

INFORMATION SYSTEMS DIVISION
10000 CANNWOOD, ELVER, DOWNEY, CALIF. 90240

CODE IDENT. NO. 03953

NOTES: 10000

| | | | |
|------|------|----------|----------|
| DATE | TIME | LOCATION | INITIALS |
| | | | |

| | | | |
|---|--------|---------|-------|
| 1 | VERB 2 | NOUN 02 | ENTER |
| 2 | 01313 | | ENTER |
| 3 | 00000 | | ENTER |
| 4 | VERB 2 | NOUN 02 | ENTER |
| 5 | 01314 | | ENTER |
| 6 | 00000 | | ENTER |
| 7 | VERB 2 | NOUN 02 | ENTER |
| 8 | 01305 | | ENTER |
| 9 | 00000 | | ENTER |
| 0 | VERB 2 | | ENTER |

Indicated on the IMU CONTROL Panel.

| | |
|---|-------|
| 1 | 01313 |
| 2 | 00000 |
| 3 | 01314 |
| 4 | 00000 |
| 5 | 01305 |
| 6 | 00000 |

NOTE: (R) should be 00000.

[illegible]

THE 2000 EDITION HAS BEEN UPDATED TO 30 MINUTES OF ARCH.

1. The first step is to identify the problem. In this case, the problem is that the company is not meeting its sales targets.

Handwritten text, possibly a list or notes, in a cursive script. The text is written on a grid of lines.

6.2.20.27

Handwritten text, possibly a list or notes, in a cursive script. The text is written on a grid of lines.

6.2.20.28

Handwritten text, possibly a list or notes, in a cursive script. The text is written on a grid of lines.

6.2.20.29

Handwritten text, possibly a list or notes, in a cursive script. The text is written on a grid of lines.

6.2.20.30

Handwritten text, possibly a list or notes, in a cursive script. The text is written on a grid of lines.

6.2.20.31

Handwritten text, possibly a list or notes, in a cursive script. The text is written on a grid of lines.

6.2.20.32

Handwritten text, possibly a list or notes, in a cursive script. The text is written on a grid of lines.

6.2.20.33

Handwritten text, possibly a list or notes, in a cursive script. The text is written on a grid of lines.

NORTH AMERICAN AVIATION, INC.

MODEL 1000P, NO. 103953

11/11/1977

10/24/74 (C) 1974 North American Aviation, Inc.

1. The purpose of this document is to provide the user with the necessary information to operate the Model 1000P computer system.

2. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

3. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

4. The tape will contain the Prelaunch Alignment Program.

5. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

6. The Right Hand Circuit Breaker panel.

7. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

8. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

9. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

10. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

11. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

12. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

13. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

14. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

15. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

16. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

17. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

18. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

19. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

20. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

21. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

22. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

23. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

24. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

25. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

26. The user should read the Operating Procedure of 6.2.2.2 before proceeding.

Figure 1 shows a 3x3 grid of images illustrating the effect of increasing noise levels on a handwritten digit '4'. The images are labeled 'a' through 'i' in the bottom right corner. The images show the digit '4' becoming increasingly obscured by noise as the noise level increases from 'a' to 'i'.

Figure 1 displays a 2x4 grid of images illustrating the degradation of a handwritten digit '4'. The columns are labeled 'Original', 'Salt and Pepper', 'Gaussian', and 'Motion'. The rows are labeled 'Original' and 'Degraded'. The 'Degraded' row shows the digit after being processed with the corresponding degradation method. The 'Salt and Pepper' and 'Gaussian' images show significant noise, while the 'Motion' image shows a blurred, streaked version of the digit.

74-27-2003700

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

[illegible]

1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

2. Once the problem is identified, the next step is to define the objectives and goals of the project. This helps to clarify what needs to be achieved and provides a clear direction for the team.

3. The third step is to develop a plan or strategy to address the problem. This involves breaking down the problem into smaller, manageable tasks and determining the resources needed to complete each task.

4. The fourth step is to implement the plan. This involves putting the strategy into action and monitoring progress regularly to ensure that the project is on track.

5. Finally, the fifth step is to evaluate the results of the project. This involves assessing the outcomes against the objectives and goals and identifying any areas for improvement.

Each time that 6.2.2.1 is completed

from 2.1 Table 6.2

in Table 6.2

TABLE 6.2

in each data set. Record in Table 6.2

